

**SIGHT SAVING**  
is a science with has become  
perfect through the labour of  
eminent men, whose dis-  
coveries have made it possible  
to bring your sight to its  
natural state by the use  
of accurate lenses.

**N. LAZARUS**  
OPHTHALMIC OPTICIAN.  
24, Queen's Road Central, Hongkong.

# The China Mail.

**JEVES**  
By Royal Appointment  
THE BEST  
DISINFECTANT.

September 3, 1920, Temperature 81.

Barometer 29.42.

Rainfall 0.00 inch.

Humidity 86.

September 3, 1919, Temperature 78.

No. 18,046

五拜禮

號三月九年十二百九千一英

HONGKONG, FRIDAY, SEPTEMBER 3, 1920.

日一廿月七年庚戌九百九千一

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### WATSON'S STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced  
by partial fermentation; without this no Stone Ginger-Beer  
can be said to be genuine.

\$1.20 per dozen.

**A. S. WATSON & CO., LTD.,**

APRATED WATER-MANUFACTURERS.

TEL. 435.

### DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE)

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:-

Hudson, Essex, Dodge Brothers and Siddle-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT  
24 DES VORRE ROAD.

TEL. 482.

GARAGE AT  
26 NATHAN RD. KOWLOON

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE AND MOTOR ACCIDENT.

For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

## THE BON TON

LADIES' TAILORS AND OUTFITTERS.

CHINESE PONGEE, CREPE AND OTHER

SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - 37, Queen's Road Central.  
Tailoring Department - 1, 3, & 5, Chia Lung Street.

Phone 928.

CABLE "BONTON."

## BATHING COSTUME

FOR

LADIES &

GENTS

High

At

Quality

Moderate

Goods

Prices.

## THE WING ON CO., LTD.

HONGKONG EMPORIUM.

Phones 196 & 198.

Phones 196 & 198.

**PORTRAITS TAKEN AT YOUR HOME.**  
For Ordinary Portraits—Special Home Portrait Graflex Camera is used.  
Artistic Diffused Focus Pictures—Taken by "Verito" Diffused Focus Lens.  
All Kinds of Photography Undertaken. Prices Moderate.  
**HIROSE STUDIO, Japanese Photographers.**  
Telephone 3076. 23, Praya East.

**Diess Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.

Tel. 624.

Tel. 619.

## TO-DAY'S CABLES.

(Reader's Service to the Chinese Mail)

"FALSE AND LIBELLOUS."

EXPENDITURE ON PRESIDENTIAL ELECTIONS.

COX'S CHARGES FAIL.

CHICAGO, August 31.

The Senate committee investigating expenditure in connection with the Presidential elections has commenced an examination of Mr. William Hays, Chairman of the Republican Committee, who declared that Governor Cox's charges were "false and libellous." He asserted that the whole Republican campaign of 1920 would be carried on with a total expenditure of \$5,600,000. A lengthy examination of Mr. Hays and Mr. Cummings, ex-Chairman of the Committee, failed to confirm Governor Cox's charges.

SPANISH CABINET RESIGNS.

LONDON, August 31.

A Havas message states that following the resignation of the Spanish Home Minister, all the ministers have handed in their resignations to Premier Dato, who, upon the King's request, will head a slightly reshaped Cabinet.

BRESLAU CONSULATE INCIDENT.

HOW THE GERMANS MUST SHOW THEIR REGRET.

LONDON, August 31.

A Havas message states that on resuming duties, Herr Mayer, the German Ambassador in Paris, visited the Secretary General of the Foreign Department. The violation of the French consulate, at Breslau was discussed and the Secretary made Herr Mayer acquainted with the reparations sanctions the French Ambassador in Berlin had been instructed to demand.

BERLIN, September 1.

The French Ambassador has communicated to the German Foreign Minister the French Government's demands as regards the Breslau incident, namely the restoration of the French Consulate by the German Government, an indemnity of 100,000 francs, the punishment of the responsible parties, and a ceremonial re-opening of the Consulate. Likewise a demand is made as regards the incident on July 16 for the punishment of the commander of the Reichwehr company who was responsible for the hostile manifestation against the French Embassy in Berlin. The French Government points out that unless the German Government formally disavows responsibility and energetically punishes the guilty persons an intolerable situation will arise under which anti-French attacks will recur growing worse daily.

"MADE IN ENGLAND."

INFERIOR GERMAN GOODS DUMPED IN AMERICA.

TRADE IMMORALITY.

WASHINGTON, August 31.

An official report states that Germany, in an endeavour to regain her foreign trade and realise sums on manufactured goods which otherwise might remain unsold owing to foreign prejudice, is dumping surplus inferior goods in England and the United States. Exports to England are marked "Made in America" and exports to the United States "Made in England." The report says that such tactics will discredit American manufactures in England and vice versa.

ROUMANIAN CABINET RUMOUR DENIED.

LONDON, August 31.

It is reported that the rumoured resignation of the Roumanian Cabinet is officially denied.

"HATE THE BRITISH."

TURKISH NATIONALIST'S ADVICE TO HIS FOLLOWERS.

HELP FROM GERMANY.

CONSTANTINOPLE, August 31.

The Nationalist leader Mustafa Kemal has issued a proclamation to his followers in which he urges them to hate the British and French and respect the "sacred Turco-Russian and German alliance of 1920." He declares that Bolshevism, which is so worthy of respect, holds out a helping hand and the unconquered German is likewise ready to help.

EX-ENEMY SHIPS.

LORD INCHCAPE ACTS FOR REPARATION COMMISSION.

2,000,000 TONS SURRENDERED.

LONDON, September 3.

Lord Inchcape, on behalf of the Reparation Commission, has undertaken the disposal to British shipowners of the ex-enemy shipping allotted to Great Britain, of which 2,000,000 tons consisting of 24 passenger vessels and 106 cargo vessels have been surrendered.

THE ANGLO-FRENCH LOAN.

NEW YORK, September 1.

It is announced that arrangements for the payment of France's share of the Anglo-French loan are progressing satisfactorily but important details remain to be adjusted.

RED FLAG RAISED.

ITALIAN WORKERS SEIZE 300 FACTORIES.

SEQUEL TO LOCK-OUT.

MILAN, September 1.

The metal workers in the Milan district protesting against a lock-out seized 300 factories in Lombardy and arrested 1000 men. The owners and directors were either ejected or held hostages. The workers remain in possession and are accumulating stock supplies.

## THE DOLLAR.

To-day's closing rate 4/24

To-day's opening rate 4/24

WESTMINSTER ABBEY.

RESPONSE TO THE APPEAL.

"THE REVERED AND PRECIOUS EDIFICE."

The appeal for funds for structural repairs to Westminster Abbey has evoked a remarkable response throughout the Empire, but a considerable sum is necessary yet, and probably there are some in this country who would like to help. An admirable article appears in a contemporary. It gives an Irish point of view. Here it is:

The announcement that Westminster Abbey is in urgent need of structural repairs is interesting rather than astonishing. As the casket of Britain's greatness and glory the Abbey is the most revered and precious edifice of the Empire. Alas! the slow hand of time recks not of greatness or glory, but falls as inexorably upon empires as upon the flower that perishes with the setting sun. In the history of the world, even as we know it, the life of an empire is but a moment. Yet, though empires crumble and their great monuments decay, the heart of man does not change. What is really astonishing to those who do not understand the heart of the British people is the announcement that quarter of a million pounds required for the work of restoration is to be found by public subscription. Cannot the Government—one is inclined to ask—which spends increasing sums every year on charwomen to clean the offices of its ten Ministries, on its hundreds of huge spending departments, its tens of thousands of semi-idle and incompetent officials, spare this trifling amount to fortify against the ravages of time the shrine of the nation's honour? The answer is, of course, that the British do not do things in that way. This appeal to private effort for what is truly a national undertaking is, perhaps the surest index to the invincible vigour that has made the Abbey what it is. Individual effort is the keynote to the British character. The people's unorganised efforts have astonished the world again and again; their improvisations have built up the Empire and confounded every enemy. Britain is the freest country in the world, because the Briton hates regulations, delights in opportunism, and thrives on unpreparedness. British organisations are commonly failures. Generally they are cast aside at the first moment, and the Briton then proceeds, after his own good fashion to accomplish the work in hand. Given a crisis, the Briton will shine. Produce red tape and he becomes a slothful stupid automaton.

"If England were what England seems,

And not the England of our dreams,  
A thing of putty, brass, and paint,  
How quick we'd chuck her—but  
she ain't."

Organised, Ministry ridden, England is a thing of putty, brass, and paint. Every great event in the annals of the nation was the work of individual effort made in the face of unforeseen circumstances after the organisation intended to cope with the problem had fallen down. Of such a nature were "Magna Charta" the passing of the Bill of Rights, the final eviction of the ungrateful and un-British Stuarts. Westminster Abbey is no monument to departmental efficiency. The great ones that sleep there were men who knew when to put the telescope to the blind eye, and neither served nor ruled according to plan. It is a pity that the Irish people know so little—because they see so little—of the England of Westminster Abbey. The settlement of the Irish question calls for many things. One of them is that England shall cast off the putty, brass and paint, the official blindness and the departmental ineptitude, and be in this little thing, as often before in great things, the England of our dreams. The "Passed to you, please," spirit will never settle Ireland or win Irish respect. The "Victory or Westminster Abbey" spirit may yet do both.

CHRONIC DIARRHOEA.

Are you subject to attacks of diarrhoea? Keep absolutely quiet for a few days rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Liver Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed to cure and it will cure you. For sale by all Chemists and Druggists.

## BUSINESS NOTICES

**J. T. SHAW**  
—TEL. 693—  
SPECIALIST IN EVENING WEAR

DRESS COLLARS

"TIES

"SHIRTS

"GLOVES

"VESTS

"PUMPS

"OXFORDS

SILK SOCKS

LINKS & STUDS



**J. T. SHAW**

TAILOR AND OUTFITTER

NEXT DOOR HONGKONG HOTEL

## THE PHARMACY

(FLETCHER & CO.)

QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF  
ENGLISH SOAPS AND TOILET WATERS.

**J. ULLMANN & Co.**

French Firm, Established 1861.

Quality, Variety, Perfection.

## THE GENERAL ELECTRIC CO.

QUEEN'S  
BLDG.

OF CHINA, LTD. TEL. 618.  
HONGKONG.

ELECTRIC LIGHTING FIXTURES.

BOWL FITTINGS, SEMI-INDIRECT LIGHTING UNITS,  
PENDANTS, BRACKETS, TABLE LAMPS, Etc.

HEATING and COOKING

KETTLES, IRONS, WARMING PLATES,  
COFFEE PERCOLATORS, SAUCEPANS, Etc.

MODERN DESIGNS  
EFFICIENCY and ECONOMY.

YOUR INSPECTION OF OUR SHOWROOM IS INVITED.

## CAPE WINES.

OLABET

DRAKENSTEIN (Hook Style)

SAVIGNON BLANC (Hook Style)

**CALDBECK, MACGREGOR & CO., LD.**  
15, QUEEN'S ROAD CENTRAL. TEL. 75.

**HANDLEY PAGE**  
MULTIPLE ENGINE BIPLANES  
**HANDLEY PAGE LTD.**  
Orickwood, London, N.W.2.

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**PEKING SYNDICATE LTD.**

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**W. R. LOKLEY & CO.,**

Hongkong.



## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions

THE Undersigned have received instructions to sell by Public Auction,

on

SATURDAY, September 4, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

1200 Bags Tapioca Flakes,

187 Tins Flag Brand White Zinc,

4 Coils Steel Wire Rope,

10 Bales Asbestos Lacing,

5 Cases Dry Vermillion Red,

4 Cases Paper Clips.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

on

MONDAY, September 6, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

35 cases Electric Ceiling &amp; Table

Fans,

50 Instantaneous Electric Water

Heaters.

(more or less damaged)

On view now.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, September 2, 1920.

on

THURSDAY, Sept. 9, 1920,

commencing at 10.30 a.m.

at No. 18 Godown, of the Hongkong

&amp; Kowloon Wharf &amp; Godown

Co., Ltd., Kowloon.

A Large Quantity of Flat, Round

and Square Bar Iron, Steel

and Iron Plates, etc.

Also

56 bales Cotton Belting

ex s. s. Harold Dollar,

arrived on 17th April,

1918.

And

A Large Quantity of Sundry Goods.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, August 31, 1920.

Burglar and Fire-resisting

SAFES

"Prevention is better

than Cure."

The Undersigned have just

received a new consignment of

Milner's Safes.

LAMMERT BROS.,

Duddell Street.

JUST ARRIVED

LATEST TRIMMING

STRAW HATS

CASSUM AHMED.

Milliners &amp; Drapers.

32 &amp; 34, Wellington Street.

Branch 28, Nathan Road, Kowloon.

Agents for

Diamond Dyeing

and

Drycleaning Co.

Just arrived

a large assortment of

FILTERS

1, 2 Gallons up to 4 gallons

C. E. WARREN &amp; CO., LTD

Nos. 3 &amp; 4, Des Voeux Road Central

Established 1900

NTIMATIONS

YOU CANNOT AFFORD TO

BE WITHOUT THEM.

JUST received a large Consignment

of (1) LACTOGEN the most digestive

food for Infants, which keeps good in

quality during Hot weather (2) LAC-

TOSE (Milk Sugar) for sweetening the

foods of Infants and Dyspeptics (3)

MILFORD-McGRATH FLUID INSEC-

TICIDE the Best Fluid for destroying

Flies, Mosquitoes, Bugs, Flies and all

other Insect Pests in Summer days, and

(4) JOHN CARILL'S GOLDEN

FLEECE MAGIC and CINDERELLA

SOAPS for keeping everything clean in

Houses.

PRICES are Very Moderate. In-

spection and Enquiries are cordially

invited.

SHIU FUNG TAI &amp; CO.,

Sole Agents for Hongkong and South China

Nos. 2 &amp; 3, Connaught Road Central, Hongkong.

Telephone No. 123.

理代泰豐號

ADVICE

Indications point to a heavy

demand for Seeds this

Season. To be sure of

getting every variety you

wish, we suggest that you

order to-day.

GRACA &amp; CO.,

DEALERS IN GARDEN

SEEDS, POSTAGE STAMPS,

POSTCARDS, TOYS, &amp;c.

No. 10, Wyndham Street,

P. O. Box 620. Hongkong

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

OHEBBY &amp; CO.,

PEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

MESSAGE HALL

(Graduate from Nagasaki Massage School)

Mrs. HAN INOUECHI

Phone No. 1964.

25, Stanley Street,

1st Floor.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for

Sciatica, No. 4 for Neuralgia, No. 5 for

Migraine, No. 6 for Headache, No. 7 for

Stomachic, No. 8 for Indigestion, No. 9 for

Constipation, No. 10 for Diarrhoea, No. 11 for

Dysentery, No. 12 for Cholera, No. 13 for

Typhoid, No. 14 for Malaria, No. 15 for

Yellow Fever, No. 16 for Dengue, No. 17 for

Zika, No. 18 for Measles, No. 19 for

Scarlet Fever, No. 20 for Diphtheria, No. 21 for

Whooping Cough, No. 22 for Pertussis, No. 23 for

Tuberculosis, No. 24 for Consumption, No. 25 for

Lung Cancer, No. 26 for Breast Cancer, No. 27 for

Colon Cancer, No. 28 for Stomach Cancer, No. 29 for

Pancreatic Cancer, No. 30 for Prostate Cancer, No. 31 for

Bladder Cancer, No. 32 for Uterine Cancer, No. 33 for

Ovarian Cancer, No. 34 for Cervical Cancer, No. 35 for

Vaginal Cancer, No. 36 for Skin Cancer, No. 37 for

Bone Cancer, No. 38 for Blood Cancer, No. 39 for

Leukemia, No. 40 for Lymphoma, No. 41 for

Sarcoma, No. 42 for Carcinoma, No. 43 for

Melanoma, No. 44 for Basal Cell Carcinoma, No. 45 for

Squamous Cell Carcinoma, No. 46 for Adenocarcinoma, No. 47 for

Germ Cell Carcinoma, No. 48 for Embryonal Carcinoma, No. 49 for

Teratoma, No. 50 for Chondroma, No. 51 for

Fibroma, No. 52 for Lipoma, No. 53 for

Neuroma, No. 54 for Hemangioma, No. 55 for

Liposarcoma, No. 56 for Osteosarcoma, No. 57 for

Chondrosarcoma, No. 58 for Ewing's Sarcoma, No. 59 for

Rhabdomyosarcoma, No. 60 for Leiomyosarcoma, No. 61 for

Angiosarcoma, No. 62 for Kaposi's Sarcoma, No. 63 for

Malignant Melanoma, No. 64 for Basaloid Carcinoma, No. 65 for

Squamousoid Carcinoma, No. 66 for Adenoid Carcinoma, No. 67 for

Germoid Carcinoma, No. 68 for Embryonaloid Carcinoma, No. 69 for

Teratoid Carcinoma, No. 70 for Chondroid Carcinoma, No. 71 for

Fibroid Carcinoma, No. 72 for Lipoid Carcinoma, No. 73 for

Neuroid Carcinoma, No. 74 for Hemangioendothelioma, No. 75 for

Liposarcomatous Hemangioma, No. 76 for Osteosarcomatous

Chondrosarcoma, No. 77 for Ewing's Sarcoma, No. 78 for

Rhabdomyosarcoma, No. 79 for Leiomyosarcoma, No. 80 for

Angiosarcoma, No. 81 for Kaposi's Sarcoma, No. 82 for

Malignant Melanoma, No. 83 for Basaloid Carcinoma, No. 84 for

Squamousoid Carcinoma, No. 85 for Adenoid Carcinoma, No. 86 for

Germoid Carcinoma, No. 87 for Embryonaloid Carcinoma, No. 88 for

Teratoid Carcinoma, No. 89 for Chondroid Carcinoma, No. 90 for

Fibroid Carcinoma, No. 91 for Lipoid Carcinoma, No. 92 for

Neuroid Carcinoma, No. 93 for Hemangioendothelioma, No. 94 for

Liposarcomatous Hemangioma, No. 95 for Osteosarcomatous

Chondrosarcoma, No. 96 for Ewing's Sarcoma, No. 97 for

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Angiosarcoma, No. 100 for Kaposi's Sarcoma, No. 101 for

Malignant Melanoma, No. 102 for Basaloid Carcinoma, No. 103 for

Squamousoid Carcinoma, No. 104 for Adenoid Carcinoma, No. 105 for

Germoid Carcinoma, No. 106 for Embryonaloid Carcinoma, No. 107 for

Teratoid Carcinoma, No. 108 for Chondroid Carcinoma, No. 109 for

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Neuroid Carcinoma, No. 112 for Hemangioendothelioma, No. 113 for

Liposarcomatous Hemangioma, No. 114 for Osteosarcomatous

Chondrosarcoma, No. 115 for Ewing's Sarcoma, No. 116 for

Rhabdomyosarcoma, No. 117 for Leiomyosarcoma, No. 118 for

Angiosarcoma, No. 119 for Kaposi's Sarcoma, No. 120 for

Malignant Melanoma, No. 121 for Basaloid Carcinoma, No. 122 for

Squamousoid Carcinoma, No. 123 for Adenoid Carcinoma, No. 124 for

Germoid Carcinoma, No. 125 for Embryonaloid Carcinoma, No. 126 for

Teratoid Carcinoma, No. 127 for Chondroid Carcinoma, No. 128 for

Fibroid Carcinoma, No. 129 for Lipoid Carcinoma, No. 130 for

Neuroid Carcinoma, No. 131 for Hemangioendothelioma, No. 132 for

Liposarcomatous Hemangioma, No. 133 for Osteosarcomatous

Chondrosarcoma, No. 134 for Ewing's Sarcoma, No. 135 for

Rhabdomyosarcoma, No. 136 for Leiomyosarcoma, No. 137 for

Angiosarcoma, No. 138 for Kaposi's Sarcoma, No. 139 for

Malignant Melanoma, No. 140 for Basaloid Carcinoma, No. 141 for

Squamousoid Carcinoma, No. 142 for Adenoid Carcinoma, No. 143 for

Germoid Carcinoma, No. 144 for Embryonaloid Carcinoma, No. 145 for

Teratoid Carcinoma, No. 146 for Chondroid Carcinoma, No. 147 for

Fibroid Carcinoma, No. 148 for Lipoid Carcinoma, No. 149 for

Neuroid Carcinoma, No. 150 for Hemangioendothelioma, No. 151 for

Liposarcomatous Hemangioma, No. 152 for Osteosarcomatous

Chondrosarcoma, No. 153 for Ewing's Sarcoma, No. 154 for

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Angiosarcoma, No. 157 for Kaposi's Sarcoma, No. 158 for

Malignant Melanoma, No. 159 for Basaloid Carcinoma, No. 160 for

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Germoid Carcinoma, No. 163 for Embryonaloid Carcinoma, No. 164 for

Teratoid Carcinoma, No. 165 for Chondroid Carcinoma, No. 166 for

Fibroid Carcinoma, No. 167 for Lipoid Carcinoma, No. 168 for

Neuroid Carcinoma, No. 169 for Hemangioendothelioma, No. 170 for

Liposarcomatous Hemangioma, No. 171 for Osteosarcomatous

Chondrosarcoma, No. 172 for Ewing's Sarcoma, No. 173 for

Rhabdomyosarcoma, No. 174 for Leiomyosarcoma, No. 175 for

Angiosarcoma, No. 176 for Kaposi's Sarcoma, No. 177 for

Malignant Melanoma, No. 178 for Basaloid Carcinoma, No. 179 for

Squamousoid Carcinoma, No. 180 for Adenoid Carcinoma, No. 181 for

Germoid Carcinoma, No. 182 for Embryonaloid Carcinoma, No. 183 for

Teratoid Carcinoma, No. 184 for Chondroid Carcinoma, No. 185 for

Fibroid Carcinoma, No. 186 for Lipoid Carcinoma, No. 187 for

Neuroid Carcinoma, No. 188 for Hemangioendothelioma, No. 189 for

Liposarcomatous Hemangioma, No. 190 for Osteosarcomatous

Chondrosarcoma, No. 191 for Ewing's Sarcoma, No. 192 for

Rhabdomyosarcoma, No. 193 for Leiomyosarcoma, No. 194 for

Angiosarcoma, No. 195 for Kaposi's Sarcoma, No. 196 for

Malignant Melanoma, No. 197 for Basaloid Carcinoma, No. 198 for

Squamousoid Carcinoma, No. 199 for Adenoid Carcinoma, No. 200 for

Germoid Carcinoma, No. 201 for Embryonaloid Carcinoma, No. 202 for

Teratoid Carcinoma, No. 203 for Chondroid Carcinoma, No. 204 for

Fibroid Carcinoma, No. 205 for Lipoid Carcinoma, No. 206 for

Neuroid Carcinoma, No. 207 for Hemangioendothelioma, No. 208 for

Liposarcomatous Hemangioma, No. 209 for Osteosarcomatous

Chondrosarcoma, No. 210 for Ewing's Sarcoma, No. 211 for

Rhabdomyosarcoma, No. 212 for Leiomyosarcoma, No. 213 for

Angiosarcoma, No. 214 for Kaposi's Sarcoma, No. 215 for

Malignant Melanoma, No. 216 for Basaloid Carcinoma, No. 217 for

Squamousoid Carcinoma, No. 218 for Adenoid Carcinoma, No. 219 for

Germoid Carcinoma, No. 220 for Embryonaloid Carcinoma, No. 221 for

Teratoid Carcinoma, No. 222 for Chondroid Carcinoma, No. 223 for

Fibroid Carcinoma, No. 224 for Lipoid Carcinoma, No. 225 for

Neuroid Carcinoma, No. 226 for Hemangioendothelioma, No. 227 for

Liposarcomatous Hemangioma, No. 228 for Osteosarcomatous

Chondrosarcoma, No. 229 for Ewing's Sarcoma, No. 230 for

Rhabdomyosarcoma, No. 231 for Leiomyosarcoma, No. 232 for

Angiosarcoma, No. 233 for Kaposi's Sarcoma, No. 234 for

Malignant Melanoma, No. 235 for Basaloid Carcinoma, No. 236 for

Squamousoid Carcinoma, No. 237 for Adenoid Carcinoma, No. 238 for

Germoid Carcinoma, No. 239 for Embryonaloid Carcinoma, No. 240 for

Teratoid Carcinoma, No. 241 for Chondroid Carcinoma, No. 242 for

Fibroid Carcinoma, No. 243 for Lipoid Carcinoma, No. 244 for

Neuroid Carcinoma, No. 245 for Hemangioendothelioma, No. 246 for

Liposarcomatous Hemangioma, No. 247 for Osteosarcomatous

Chondrosarcoma, No. 248 for Ewing's Sarcoma, No. 249 for

Rhabdomyosarcoma, No. 250 for Leiomyosarcoma, No. 251 for



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General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

**PROPRIETORS**  
"To-Kwa-Wan" Coal Storage.

Cables send  
Remittance  
A. A. 4th & 5th Editions.  
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Telegraphic Address  
"HUGHES & HOUGH"  
HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions from THE CHINESE GOVERNMENT to sell by Public Auction,

**TUESDAY,**  
September 7, 1920, at 2.45 p.m.,  
at their Sales Rooms,  
No. 8, Des Vaux Road, Corner  
of Ice House Street,  
Single and double barrel  
Sporting guns, Saloon rifles, &c.,  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers to the Government  
Hongkong, August 30, 1920.

THE Undersigned have received instructions to sell by Public Auction,

**TUESDAY,**  
September 7, 1920, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Vaux Road, Corner  
of Ice House Street,

**TEAKWOOD AND BLACKWOOD FURNITURE, BRASS TWIN BEDSTEAD AND BRASS-MOUNTED BEDSTADS, CARPETS, &c., &c.,**  
comprising:—  
Chamberlain Sofa, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising:—Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Outlets, &c., Bath Room Utensils, Electro-Plated Ware, Electric Heating Lamps and Fans, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also  
One Enamelled Bath, American Ice Chest, 4 Bins, &c.,  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, August 31, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),

**TUESDAY,**  
September 7, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A Small Consignment of  
**WHITE GOODS, &c., &c.,**  
Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

Also  
A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

And  
Two Pairs Prismatic Binoculars.  
(All new goods and in small lots.)  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, August 31, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),

**TUESDAY,**  
September 7, 1920, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

**ONE UPRIGHT PIANO**  
by Moutrie & Co.  
Very Good Condition.  
(Owner leaving the Colony).

Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, September 5, 1920.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions from THE CHINESE GOVERNMENT to sell by Public Auction,

**WEDNESDAY,**  
September 8, 1920, at 2.30 p.m.,  
at No. 2 Magdalen Terrace  
No. 171, The Peak.

**THE**  
valuable Household Furniture,  
&c., &c.,  
therein contained.

Comprising:—  
Upholstered Sofa and Arm-chairs, Cabinets, Sundry Blackwood Furniture, Pictures, Curio, &c., Fumed Teak Dining Room Suite, Plate, Cutlery, &c., a quantity of Cut-glass, Dinner Service, &c., Redsteads, Wardrobes, Toilet Tables and Washstands, Bathroom and Kitchen Utensils.

And  
Pot Plants.

(Full Particulars from Catalogue).  
On view day of sale.

Terms:—Cash.

**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, August 30, 1920.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned.)

**THURSDAY,**  
September 9, 1920, at 12 Noon,  
at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,  
Harley Davidson Motor Cycle, with Sidecar,  
7-9 H.P. Elect. Model, all accessories.  
Thorough good running order.  
(Owner leaving the Colony).  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

**Wednesday, Thursday and Friday,**  
the 15th, 16th and 17th September, 1920, at H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT.

commencing each day at 9.30 a.m., with an interval from 12 noon to 1.30 p.m.

**OLD AND SURPLUS NAVAL STORES, &c., &c.**  
Comprising:—

Life Boats (wood and steel), Dinghies, Whalers, Gigs, Caboose, Rice Boilers, Cooking Stoves, 'Ship's' Fittings, Iron Bed-Mattresses and Fittings, Tables, Chairs, Sideboards, Ice Chests, Steel Tanks, Life Rafts, Electric Fans, Anchors, Ladders, Carpets, Blankets, Counterpanes, Electric Cables, Canvas Hooses, Coir Hawseers, Cordage, Paper-stuff, Canvas Bags, Old India Rubber, Old Leather, Old Iron, Brass Gun Metal and Steel, Coal Sacks, Firewood, Unused Steel Boiler Tubes and Boiler Gear, Davits, Iron Blocks, Lamps, Wood Derrick, Navyphones, Searchlights, Steel Oil Casks 25 Gallons, &c., &c.

Lots may be inspected on Tuesday, the 14th September, 1920.

Also  
Sale of Old and Surplus Victualling Stores at Kowloon on MONDAY, 20th September, commencing at 9.30 a.m. and comprising:—

Blankets, Seamen's Clothing, Provisional, &c., &c.

Terms of Sale:—As detailed on Catalogue.

**HUGHES & HOUGH,**  
By Appointment Auctioneers to the Admiralty.  
Hongkong, September 3, 1920.

**MEE CHEUNG**  
HONG KONG PHOTOGRAPHY.  
Ice House Street. Tel. 1013.

A large stock of  
**Kodaks and Kodak Supplies**  
Just arrived.

**KEATING'S**  
**WORM**  
**TABLETS.**

KEATING'S WORM TABLETS are the only reliable medicine for the treatment of all cases of intestinal worms in children and adults. They are easy to take and pleasant to eat. For sale by all Chemists and Druggists.

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**INTIMATIONS.**

G. R.

**QUEEN'S COLLEGE, HONGKONG.**

TERM commences MONDAY, September 13th.

Applicants for admission should attend in the GREAT HALL, at 9 a.m. on SATURDAY, September 11th.

Prospectus 1920-1921 upon application to the Headmaster.  
Hongkong, September 2, 1920.

**NOTICE.**

**M. R. CHARLES ALBERT BANNERMAN BROOKE,**  
has been admitted a Partner in our Firm as from 1st April, 1920.

The name of the Firm will remain unaltered.

**PENTREATH & Co.**  
Hongkong, August 31, 1920.

**NOTICE.**

WE have THIS DAY established ourselves as Consulting Engineers and Surveyors.

**BEST & MAY,**  
13, Chater Road.  
Hongkong, September 1, 1920.

**NOTICE.**

WE have THIS DAY REMOVED our Office to No. 33, Queen's Road Central, Second floor, Room No. 17.

**RIBEIRO, SON & CO.**  
Hongkong, September 1, 1920.

**THE DRAGON MOTOR CAR CO.**

WE have installed an additional TELEPHONE and clients can now ring up No. 432 or 3552.

**St. John's Cathedral**

**ORGAN RECITAL**

**MONDAY,**  
September 6th  
at 9.15 p.m.

**PUBLIC AUCTIONS.**

G. R.

**PUBLIC AUCTION**

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 6th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, of One Lot of CROWN LAND at Pottington Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot, Boundary Measurements, Area, etc.

No. of Lot, Boundary Measurements, Area, etc.

No. of Lot, Boundary Measurements, Area, etc.

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**WANT ADVERTISEMENTS**

35 WORDS 5 INSERTIONS, \$1. PREPAID.  
Each additional word 4 Cents for 3 insertions.

**WANTED.**  
WANTED—A GODOWN of about 4,000 square feet of floor space on or near the Water Front. Apply to P. O. Box No. 5.  
Hongkong, August 27, 1920.

**FOR SALE.**  
FOR SALE—No. 1 Stewart Terrace, 57, The Peak. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

FOR SALE—LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—LIMSTAD & DAVIS, Alexandra Buildings, Hongkong.

**BRITISH CONCESSION—SHAMEN, CANTON.**

FOR SALE—LOT No. 62, immediately behind the Russian Consulate, with an area of 12,645 square feet, measuring 90 x 104 feet frontage to creek, which is adjacent to Western Exit leading to Coast Road Bridge, Shamshui Railway and Grand Trunk Line to Hankow, now in construction. Apply to—HELMUT DEST & Co.

**INTIMATIONS.**

**WISEMAN, LIMITED.**  
NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING of the Shareholders in the above Company will be held at the Company's Office, 14, Des Vaux Road Central, Hongkong, on MONDAY, 20th day of September, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1920.

The TRANSFER BOOK of the Company will be CLOSED from 13th to 20th September, 1920, both days inclusive.

By Order,  
D. K. KHARAS,  
Secretary.  
Hongkong, September 1, 1920.

**NOTICE.**

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, the 21st day of September, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1920.

THE TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st September, 1920, both days inclusive.

By Order,  
M. MANUK,  
Secretary.  
Hongkong, September 1, 1920.

**NOTICE.**

THE HONGKONG HOTEL CO. LIMITED.

AN INTERIM DIVIDEND of \$5 per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after TUESDAY, 14th September, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be CLOSED from 7th to 14th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
J. H. TAGGART,  
Manager.  
Hongkong, August 31, 1920.

**NOTICE.**

THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty Cents per Share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from 6th to 16th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, September 1, 1920.

**A GOOD SUGGESTION.**

Try Chamberlain's Tablets when you are bilious or constipated. You are sure to get relief. They are easy to take and pleasant to eat. For sale by all Chemists and Druggists.

**TAIYO & CO.**  
JAPANESE  
BOOTS AND SHOES  
MADE TO ORDER  
24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

**MASSAGE.**  
MR. HONDA  
Trained male Masseuse.  
18 years experience.  
formerly of Tokyo Military Hospital.  
WILL VISIT PATIENTS  
RESIDENCES IF PREPARED.  
No. 24 Wyndham Street  
(Opposite to the China Mail).

For Particulars, apply to—  
E. KOMURA, Manager,  
No. 14, Prince Street, HONGKONG.

**TAIYO & CO.**  
JAPANESE  
BOOTS AND SHOES  
MADE TO ORDER  
24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

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RESIDENCES IF PREPARED.  
No. 24 Wyndham Street  
(Opposite to the China Mail).

We have all the latest  
in Baths, lavatories  
and fixtures of the best  
quality.

**UNION ENGINEERING CO., LTD.**  
13, CHATER ROAD.

**THE OPTICAL COMPANY**  
21, QUEEN'S ROAD CENTRAL  
SPECTACLES, EYEGLASSES,  
LENSES, etc.  
Optician in Charge: F. CHAN, Opt. D.  
EYES TESTED FREE OF CHARGE.

**Leather Fittings for Looms.**  
We produce all leather requirements for Looms including:—  
DRIVING BELTS in Chrome, Saffron and Oak Tannages.  
French and English Chrome Picking Bands.  
Buffalo and Oak Tanned Pickers—all types Buffers, Connectors, Buffer Straps, Check and Buckle Straps, Head and Reed Straps.  
We will make to order any pattern of Pickers or Buffer, and follow the same principle which governs the production of

**Walker's Belting**  
The Belt that does all it is intended to do—and keeps on doing it.  
Tanned, Curried and manufactured at the Walker Factory.  
The experience gained in 90 years is at your disposal—write us.  
Wm. Walker & Sons, Ltd.,  
BOLTON, England.

**LONG HING & CO.,**  
PHOTO SUPPLIES,  
Kodaks and Kodak Films, &c., &c.  
DEVELOPING & PRINTING A SPECIALTY.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

**THE HOTEL ASIA**  
WEST BUND, CANTON.

The highest building in Canton affording a panoramic bird's eye view of the whole city and suburbs.

Large and airy rooms, Electric Lights and Fans installed.  
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

Special monthly and family rates can be arranged on application to

**THE SUN CO., LTD.,**  
Proprietors.

**BATH TUBS.**  
SANITARY GOODS  
BATHROOM FITTINGS  
AND ALL KINDS OF  
GLASS AND MIRRORS.

**LYSON COMPANY,**  
Tel. No. 2558.  
25, Queen's Road Central, Hongkong.

**BUY YOUR STATIONERY FROM US**  
We keep the finest  
Stocks Complete.  
PRICES MODERATE

**DEE A. WING & CO.**  
Paper Merchants  
Stationers, Printers & Bookbinders  
25, The Street, Road Central



You will enhance your reputation as a host and flatter your guests' discriminating taste when you offer

WATSON'S

## OLD BROWN LIQUEUR BRANDY

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

TELEPHONE 16.

Wm. **Powell** Ltd.  
TELEPHONE 346

## SALE. CASH. SALE.

ALL BRITISH AND AMERICAN  
BOOTS AND SHOES

at Half Manufacturer's

PRICES

Must be Cleared before SATURDAY,  
September 4th.

GENT'S OUTFITTING SECTION.

### DEATH.

ARCULLI.—Died, at 16, Kennedy Road, Hongkong, this (Friday) morning, Abdoolah Fucker Arculli, J.P., aged 62. Funeral at 5. No flowers by request.

### The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, SEPT. 3, 1920.

### WHISKERS AVENGED.

For long the scraped faces have been pleased to make merry about the infrequent beard. They have taken the line that beards call for explanation and apology, as if their own pudding faces were normal, instead of the effect of painstaking care and calculation. So thoughtless, so inconsistent is man. They, the artificial, the affected, have presumed to jeer at the natural. Now their time has come. Now is their flesh to creep. Now shall we freeze their marrow, now shroud them, if they've got any. Here, in a simple clipping, is their fortune told:—A Bangalore report says: In connection with a death from anthrax that occurred in Coonoor investigations conducted by the Deputy Sanitary Commissioner, Southern Range, Madras, showed that the deceased, Mr. Don-nison, a general merchant of Coonoor, contracted the disease and died of it owing to using one of a lot of shaving brushes, supposed to be of Japanese manufacture, which he had purchased from London and imported into India. A number of brushes (46) forming part of this particular consignment were traced to the Kolar Gold Fields. The brushes are taken possession of by the health department and a bacteriological examination revealed anthrax bacilli.

We wish them no harm, of course. We want to save them from it, by advising them to give their facial gardens a chance, and to throw away the deadly tools of their vanity. We forgive them their past incivilities, and in a friendly spirit bid them cultivate chin moss and be saved from an- thrax; barber's itch, and unpun- ishable. We offer them longer life, by saving them ten minutes a day. Observe, they are not safe by avoid- ing barbers and shaving themselves. These were new brushes that show- ed the unfortunate, tarpan of Coonoor. It will not be heroinism, but fool- hardiness, that allows them to re- turn to the razor.

on scraping themselves, if they carry on after this warning, if they continue with anthrax bristles in- stead of their own natural chin spikes. A brush in the hand is worse than a brush on the jaw. That is plainly brought home.

And after all, a hairy counten- ance is a thing of honour, a badge of manhood. Boys and eunuchs and women are smooth faced, but man from Adam and Noah down- wards has always flown his whisk- ers as the banner of virility.

The children of Ammon were a suspicious folk, who could not re- cognise friends with beards, so they took their guests and shaved off the one half of their beards, and cut off their garments in the mid- dle, even to their buttocks, and sent them away. David made war because of that, but first he saved the faces of his ambassadors, bidding them tarry at Jericho till their beards were grown. Even so have modern bearded victims of bare-faced humour bidden their tormentors to tarry at Jericho or elsewhere, for until now the little anthrax germ had not stood for- ward to be their champion.

Peter the Great shaved his chin and put a tax on the beards of his subjects, and where is he now? Dead. Where is his Russia? Bearded and Bolshevistic, and given to cutting off heads sooner than beards.

It is often said that the spacious days of good Queen Bess saw Eng- lishmen at their best, and most Elizabethan mer-let nature have its course, and saved their steel for use upon their country's foes.

Clean shaving as a general fashion came in with Queen Anne, and it ought now to be as dead as that famous lady. A stage actor must shave, in order to imperson- ate various characters; it is held that clean, shaven men are mere imitations of play actors. Now that the anthrax bug has definitely adopted the shaving brush as its home, they are likely to become excellent imitations of that vast army of men who never shave, namely, the dead ones.

### SEPTEMBER'S HERE.

Smiling is the face of Hongkong in September, and the daylong is mixed sweetness. Blue is the sky in the morning, the air has hap- piness, and to be alive is conscious joy. The sea croons drowsily, and the colours of brightness cover all. Little breezes apologise for the climbing of the sun, and anon it is afternoon, when the slenderest of branches veils its languorous

swaying to hang aswain. So the hours march by, till the sentinel of evening lowers a drawbridge of shadow for night to come in. The sleepers awake, and there are the noises that broken energy astir. A little while, and the glowing globe goes west, while in a dome of purple the first stars appear. Now noises hush, and in silence approaches the empress of the night, bearing ahead her banner of radiant silver. The gibbous moon is up, and trees are ghosts, and sharply lined masses silhouettes. There is a velvet feeling, and the heart aches with longings unde- fined. In the dreaming valley where lie our dead comes beauty swift and stark and silent to en- snare the soul, aspiring blindly as the moth to flame. From the miracle of dawn to the magic of midnight it has been that kind of a dream from which the dreamer dreads awaking. Thirty dreams hath September. May no typhoons come to disturb our lady as she changes from the bridal robes of summer to the going-away dress of our short honeymoon of winter.

### THE PRAYA.

A moon or two past the China Mail had an incidental reference to our fine Praya. The remark seems to have rankled in the middle of a Morning Post writer, who, after a preliminary jeer, weighs in this morning with the remark that "the other day someone blessed with a vivid imagination wrote in adora- tion of Hongkong's praya." For the second time he picks out the bit of the praya between Pedder's Wharf and the V.R.C. to "admit" that it is the most attractive. We regard that "admission" as a claim disputable. We admire the praya as a whole, and have never hitherto thought of selecting any part of it as superior to the rest. Were we to do so, though we are unlikely to be so silly, it would not be that bit which we would choose. It is not true, of course, that we represented our praya as "a sort of fairy frontage to a dream island." The fairy frontage is on the south side of our dream island, where there are bits as sweet as the swift smile of a trimmer baby with blue eyes and brown hair having a bronze sheen. The fairies are sensible folk with a sense of propriety, and they know that on the busy side they would be out of place. We know a many prayas and bands and esplanades and plages, and when we say that the two miles or so of solid stone wharf- age here stands out with distinction we speak not as the scribes but as one having authority. It is a splen- did bit of work, and it can only be a clod who is not "blessed with imagination" who can contemplate it without admiration, from West Point to Wanchai, a noble sweep of masonry. There are two values to the word "imagination"; may we recommend our young friend to consider them?

For instance, the makers of our grand praya had imagination, an imagination that worked and helped to create. Just suppose that the moderns had it, and applied it to the Kowloon peninsula. Every- body has heard of Sydney's "cir- cular quay." Well, that fine struc- ture would be nowhere if the Kow- loon shores could be built up as ours are, and rounded off by the reclamations now proceeding at various points, and by others. That's imagination. It is possible. The work now undertaking carries it some way. Imagination may carry it farther. Enterprise with- out imagination means patchy work. With it, comes the great.

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### SUDDEN DEATH OF MR. ARCULLI.

HEART DISEASE CAUSES FATAL FALL.

### A WELL-KNOWN J.P.

This morning Hongkong lost one of its well-known business men. Mr. A. F. Arculli, J.P., member of the Board of Education, head of the firm of Arculli Brothers, import and export merchants, and of A. F. Arculli & Sons government contractors, frayed his skull in a fall and died im- mediately. He had been confined to the house for about two weeks with heart trouble, but just lately seemed a little better, and got out of bed. He got up from the sofa this morning and started to walk across the room when a heart seizure caused him to fall. When the doctor came, it was found that the deceased gentleman's skull had been fractured.

Mr. Arculli was born in Hongkong on October 14, 1859, so that he had nearly completed his 62nd year. His good services to the Government were recognized during the war, and he was one of those chosen to form the re- cently made Board of Education. He was appointed J.P. in 1904. He is survived by his wife, three daughters, and five sons. Four of the sons are here, one is a medical practitioner in Liverpool. The funeral has been fixed for 5 this evening, from the residence at 18, Kennedy Road.

### THE S.S. "KANOWNA"

#### NEW B. AND A. VESSEL.

An interesting arrival in Hongkong waters is the s.s. "Kanowna," the recently acquired addition of the Eastern and Australian Steamship Company of which Messrs. Mackin- non, Mackenzie & Co., are the local agents. The s.s. "Kanowna," which is in command of Commander E. T. Pitcher, R.N.R., was used during the war as a hospital ship and for seven months has been refitting, the work being carried out in excellent style. The visitor to the "Kanowna" can- not help but be impressed with the spaciousness of everything. There is nothing cramped. Down the whole length of the part of the vessel set aside for accommodation runs a wide promenade deck, culminating at the after end in a fine open space, eminently suited for dancing and concerts. It is on record that a bicycle race has been held round this deck-skating rink.

In the first class accommodation is provided for 187 passengers, consist- ing mainly of two berth cabins, which for size and fittings compare very favourably with those of some of the largest boats which call at Hongkong. The dining saloon is well furnished and its ventilation is assured by an ample number of port holes. Electric fans are also installed. Adjoining the saloon is a well equipped bar. The bathroom and sanitary arrangements are also deserving of commendation. The first class passengers have also a daintily furnished music room, in which is a white piano, described by the Captain as a "wedding cake."

Less pretentious, but not lacking in comfort is the second class accom- modation, where provision is made for 90 passengers. The majority of the cabins are fitted up with four berths, but there are a few specially large rooms in which six berths have been placed. An airy dining saloon and comfortable smoke room are at the disposal of travellers.

The third class quarters are situated in the fore part of the ship where 180 people can be accommodated.

The "Kanowna" is 415 feet long, with a beam of 52 feet and depth of 31ft. 4in. She is driven by triple expansions developing 5,300 i.h.p., which give a speed of about 15 knots. She left Brisbane on August 20, com- pleting the voyage to Hongkong in 13½ days, with 164 days from Sydney.

The ship's officers are: Command- er, E. T. Pitcher, R.N.R., Chief Offi- cer, S. L. Diamond, 2nd Officer, R. V. Bundred, 3rd Officer, J. G. Boggs, 4th Officer, N. V. Grimesditch, Surgeon, J. McVitie, Purser, B. Foggion, Wireless Operator, W. J. Washbourne, Chief Engineer, C. F. Nalder, 2nd Engineer, A. Robertson, 3rd Engineer, N. Deck. Additional engineers carried are R. J. Smith, A. J. Derrig, J. Moriarty, C. O. Milne. The Steward in charge is Mr. J. A. O'Hagan.

It may be safely predicted that the s.s. "Kanowna" will become a very popular ship on the Australian run.

### CORRESPONDENCE.

#### WHAT, AGAIN?

[To the Editor of the "China Mail."]

Sir,—I shall esteem it a favour if you will kindly allow me to ask, through your readable paper, why there was no L.C.'s meeting for such a long time, and when all members of L.C. will, as a duty, to decide the case of increasing Government's poor clerical staff's wages?

Does this question not deserve a little attention?—Yours,

"PRO-CLERICAL."

Hongkong, Sept. 3, 1920.

### SWIMMING PETES.

[To the Editor of the "China Mail."]

Sir,—In view of the huge success which the V.R.C. are making with their swimming fetes, may I suggest that they encourage more youngsters to enter for the various events.

It occurs to me that a champion- ship race for boys and one for girls, say under 12 years of age, and a team race from pupils of the various schools, ought to appeal to the young- sters.—Yours, etc.,

SPECTATOR.

Hongkong, Sept. 3, 1920.

### MAN OVERBOARD.

#### SEARCH PROVES FRUITLESS.

#### WAS IT DELIBERATE OR ACCIDENTAL?

The master of the s.s. "Hoising" reports that while on a voyage from Canton to Hongkong yesterday when near the Second Bar Island light- house, a Chinese deck passenger fell overboard. The ship was immediately stopped and a search made, but without avail. It is not known whether the tragedy was an accident or a case of deliberate suicide.

### SPECIAL CABLES.

#### SERIOUS SHANGHAI FIRE.

#### PERILOUS BRIGADE WORK.

#### HEAVY DAMAGE AT GODOWN.

[China Mail Special.]

#### SHANGHAI, September 3.

A serious fire broke out in the China Merchants' godown. The French and British brigades co- operated but burning molten tallow rendered the work perilous. The damage is heavy.

#### SHANGHAI OBITUARY.

#### HEADMASTER DEAD.

#### FORMERLY OF HONGKONG.

[China Mail Special.]

#### SHANGHAI, September 3.

The death has occurred of Mr. Clare, Headmaster of the Shanghai Jewish School. Mr. Clare was for- merly resident in Hongkong.

#### BIROPLANE CRASH.

#### AUSTRALIAN ACCIDENT.

#### AVIATORS UNHURT BUT MACHINE SMASHED.

[China Mail Special.]

#### SINGAPORE, Sept. 2.

Lieut. Parer crashed between Syd- ney and Melbourne. The aviators were unhurt but the machine was smashed. They continued their flight in a military plane and landed at Flemington on August 31. The Federal Government is granting each £500.

#### LOCAL AND GENERAL.

#### A Free Night School for

#### Labourers will be opened in Canton

#### on September 15.

It is reported in Canton that the cost of repairing the damage done to the gunboat "Kong Goo" will amount to \$31,850.

According to a Canton press report, an employee of the M.Y. San Company was captured by bandits at Namsha recently. It is reported that they are holding him for a ransom of \$8,000.

It is understood that Humphreys Avenue comprising eight houses, and two villas in Carnarvon Road, are being purchased by Portuguese as part of a house-ownership scheme.

The price for the Avenue houses is said to be \$9,000 each, and for the villas \$17,000 each.

There is great demand for ivory articles for export in Canton because foreigners prefer the nice workman- ship of Chinese ivory cutters to that of their own ivory artists, says the Canton Times. There are about three hundred ivory cutters in Canton, each of whom receives about \$15 a month.

This uncanny peace and quiet in Mexico gets on one's nerves, says the San Francisco Chronicle. When you have lived next door to a boiler factory for nine years, a cessation of the turmoil is as distressing as a suspicion grows that all factions in Mexico are holding off until both parties in the United States have finished their platform building.

From the Asiatic Petroleum Co. (South China) Ltd., we have received a copy of a neat little booklet, "In Miles and Sterling," giving details of rigorous tests in the United Kingdom that serve to illustrate the high qualities of "Shell" motor spirit, "abundantly establishing the supremacy of 'Shell' and showing not only higher mileage, but greater power on hills, the absence of engine knock, cooler running, and the rare necessity of retarding the spark." The booklet, printed on excellent paper and neatly bound, is illus- trated with many charming views of English countryside.

At the conclusion of the evidence Mr. Mason asked Mr. Agassiz to make any comments he desired, as he was entitled to hear the last word of the prosecution before he made his submission.

Mr. Agassiz said he had nothing more to say, but he was entitled to answer any legal points Mr. Mason might raise.

Mr. Smith said that the Supreme Court would be the best place to argue legal points.

Mr. Mason submitted that the charge had not been proved, the prosecution having failed to prove that defendant knew the letters were forged. He, however, reserved his defence, and asked for a reduction of his client's bail to \$1,000.

Mr. Agassiz said he believed defendant had some wealthy friends, having been a pupil in Queen's College for six years. Moreover, the attor- ney of defendant's solicitor in- dicated that he was a well-to-do man, and Mr. Mason objected to the assump- tion that defendant's attendance was a sign of wealth.

Mr. Agassiz said he had no objection if his Worship reduced the bail to a sum sufficient to ensure defendant's attendance at the Sessions. Mr. Smith committed defendant to the Sessions for trial, fixing bail at \$500.

Mr. Agassiz said he believed defendant had some wealthy friends, having been a pupil in Queen's College for six years. Moreover, the attor- ney of defendant's solicitor in- dicated that he was a well-to-do man, and Mr. Mason objected to the assump- tion that defendant's attendance was a sign of wealth.

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### SCHOOLMASTER CHARGED.

#### ALLEGED FORGED TESTIMONIALS.

#### ACCUSED COMMITTED FOR TRIAL.

Before Magistrate Smith yesterday afternoon, the hearing was begun of the case in which a Chinese school master is charged on remand, with uttering two forged letters of charac- ter, purporting to have been signed by Mr. F. G. White and the late Mr. J. Le Breton, sub-manager of Messrs. Alex. Ross and Co. The documents were dated December, 31 1914, and August 31, 1914 respectively.

Mr. E. L. Agassiz, acting Assistant Crown Solicitor prosecuted. The defendant was represented by Mr. C. F. Mason.

Mr. Mason submitted that he had no case to answer, as in common law forgery was no offence.

Mr. Smith asked if the signature Mr. B. J. Breton on one of the letters was meant to be the late Mr. Le Breton's autograph.

Mr. Agassiz said that that was his presumption. Mr. Agassiz then read defendant's application to Mr. J. K. E. Bullock, chief clerk in the Colonial Secretary's Office, for clerical employ- ment, and also the alleged forged testi- monials. Mr. Bullock's suspicions, continued Mr. Agassiz, were natural- ly aroused when he read the letters. On the 23rd of August Mr. Bullock gave certain instructions to one of his clerks which resulted in de- fendant's attendance at Mr. Bullock's office three days later. Mr. Bullock asked defendant for his original testimonials, and the latter handed over two documents which were the subject of the charge. Mr. Bullock sent defendant away, saying that he wished to enquire into the reference, which, he retained. Mr. Bullock made enquiries and ascertained that the testimonials were forged. An appointment was arranged with defendant at Mr. Bullock's office at 11 a.m. on the 27th, but defendant failed to turn up. Defendant was arrested by a warrant on the same afternoon. When arrested, defendant said the letters were not forged. At the charge room he, however, admitted their falsity. Mr. Agassiz concluded that the present proceedings were highly advisable, especially in view of the fact that Hongkong had a very large mercantile community employing a considerable amount of Chinese clerical labour. The proceedings should serve as an example that people should not go about seek- ing employment with forged testi- monials.

Mr. Bullock bore out Mr. Agassiz's statement in evidence.

Mr. J. L. McPherson, General Secretary of the Y.M.C.A., deposed that Mr. F. G. White was Secretary for the European branch of the Y.M.C.A. in 1914; but left Hongkong in June that year. After Mr. White's departure, the Y.M.C.A. headquarters were changed from the top floor of Alexandra Buildings to No. 4 Des Voeux Road Central. Witness could not say whether the signature on the letter produced was the signature of Mr. White.

Witness had been employed at the Y.M.C.A. for 15 years and knew Mr. White's writing. He produced a minute book of the Y.M.C.A., sup- posed to have been kept by Mr. White. He did not remember if de- fendant had been employed at the European Y.M.C.A., which was closed at the end of 1917.

Mr. J. M. P. Tavares, an employee at Alex. Ross and Company, stated that he had been working with the late Mr. Le Breton for 15 years and knew his handwriting. The signa- ture on the letter produced was not that of Mr. Le Breton. He had never seen Mr. Le Breton sign himself as sub-manager of the Company. There was never a man called B. J. Breton in the employ of Alex. Ross and Company. The paper containing the letter was not of the same kind as that used by witness's company. The office paper was ordered from Eng- land with headlines complete since 1917.

Mr. Mason interposed that it was ridiculous to say that his client had gone to the extent of printing the headlines on the letter.

Mr. Agassiz said that defendant appeared to have gone to considerable trouble over the letter.

Continuing, Mr. Tavares said that to his knowledge and belief defendant had never been employed by Alex. Ross and Company.

At the conclusion of the evidence Mr. Mason asked Mr. Agassiz to make any comments he desired, as he was entitled to hear the last word of the prosecution before he made his submission.

Mr. Agassiz said he had nothing more to say, but he was entitled to answer any legal points Mr. Mason might raise.

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### ROYAL AIR FORCE.

#### MEMORIAL FUND.

#### FURTHER SUBSCRIPTIONS.

Mr. D. K. Blair, Honorary Treas- urer of the Hongkong Aero Club, is in receipt of the following further subscriptions to the Royal Air Force Memorial Fund:—

Capt. Robert Douglas ..... \$25.00  
Mr. G. M. Dodwell ..... 25.00  
Mr. G. A. Harriman ..... 10.00

#### SOME OLD CUSTOMS.

#### HALF MAST FLAGS.

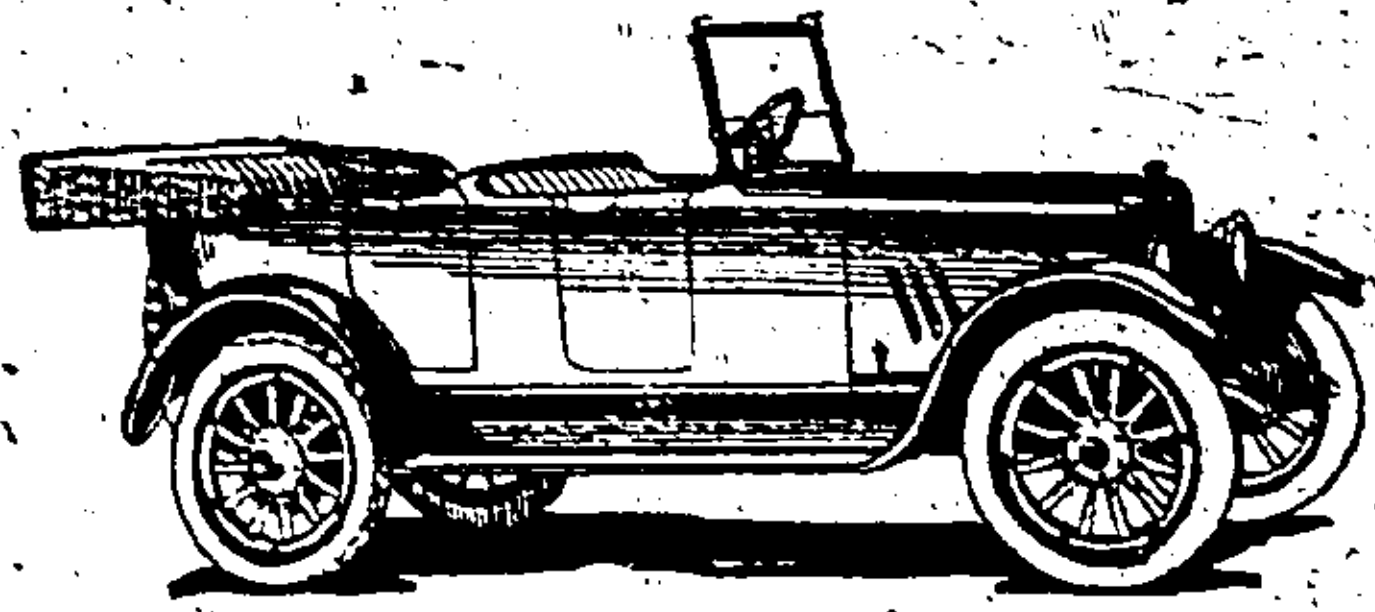
#### WHY FRIDAY IS UNLUCKY.

Flags are lowered to half-mast when an illustrious person dies, space above being left—the depth of a flag—for the flag of the angel of death.

Again, a ship is invariably spoken of as of the feminine gender.



**MERCURY MOTOR CAR CO.**  
59-61 Des Voeux Road Central,  
HONGKONG.



## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

NOTHING TO BOAST ABOUT.

MINERS' BALLOT A CHECK TO EXTREMIST AMBITIONS.

A NARROW MARGIN.

LONDON, August 31.

The figures of the miners' ballot showing 71 per cent in favour of a strike constitute only a five per cent margin above the necessary two-thirds needed for a strike. It is widely pointed out that the margin is nothing to boast about, especially as it is understood that 100,000 boys voted solidly for a strike representing certainly more than the margin obtained. Consequently the result is in the nature of a substantial check to the ambitions of the extremists, especially as the bulk of 400,000 non-voters may be considered as against a strike.

LEADERS' POSITION NOT STRENGTHENED.

The result is regarded as not having strengthened the position of the leaders federation, who it is now reported are prepared to drop the demand for a reduction in the price of coal and concentrate upon increased wages. It is the consensus of opinion in this connection that the Board of Trade is prepared to negotiate with the miners as regards increased wages if the question is linked up with a guaranteed increased output, and furthermore that there is no other solution to the problem.

LONDON, September 1.

The Triple Alliance further considered the miners' position this morning. It decided to authorise the sub-committee of the Alliance to remain in continuous session with power to convene a further meeting of the full body as circumstances may direct after the policy of the miners has been finally declared at the miners' conference to-morrow.

OFFICIAL CIRCLES HOPEFUL.

LONDON, September 1.

Although the *Evening News* declares that mediation has been rejected and the railwaymen and transport workers to-day decided to strike with the miners in the event of the latter striking, it may be pointed out that these alarms are likely to be recurrent during the next few days. They really will be due to the Triple Alliance manoeuvring for strategical position. Neither the transport workers nor the railwaymen, according to their constitutions, can be called out at a moment's notice, the Transport Union comprising mainly dockers who are most hostile to going to extremes and must ballot before a strike, while the railwaymen must refer the question to a delegates' conference. Both would cause at least ten days' delay. Meanwhile official circles do not regard the situation as sufficiently critical for the Premier curtailing his holiday.

NO NEWSPAPERS.

UNAUTHORISED STRIKE LEADS TO GRAVE POSITION.

GENERAL LOCKOUT THREATENED.

LONDON, September 1.

The position of the printing trade in Manchester and Liverpool, which resulted in the stoppage of practically all the newspapers in Lancashire, has become very grave. The strike of printers in those centres was not authorized by the Typographical Union which represents organizations outside London, but the Manchester and Liverpool branches of the union struck work without notice, and the newspaper proprietors have now issued an ultimatum that unless printers return to work before September 3 a general lockout will be declared on all newspapers outside London.

HOME RACING.

LONDON, September 1.

In the St. Leger Archaic is being scratched.

SPLITS AND FLATTIES.

AN ESSAY IN CRIMINAL SLANG.

When a detective has passed through his days of instruction in the school at New Scotland Yard, one of the first things he does is to master the slang used by criminals.

He himself has by a spurt of scholastic energy, been transformed from a flatty (a uniform policeman) into a split (a detective), and a split he will remain until he retires with an always inadequate pension.

Criminals use slang because walls have ears. They do not want the uninitiated to know what they are talking about. If a gentleman with bulging pockets confides in another that he has been busting, and that the squeak is out, he means (but not for the information of the outer world) that he has been committing burglary, and that the police are hunting for him and the stolen property.

The profession of a pickpocket (a hook or dip) is called whizzing. Probably he works the rattle (underground railway). He is knocked off (arrested), taken before the beak (magistrate), hauled (committed for trial), and a judge gives him a lagging (penal servitude). Or he may get off with a stretch (fewer months) or a drag (three months).

The Prevention of Crimes Act (the terror of hardened criminals) is known as the Fly-paper Act, presumably because the Act glues them down to honesty—or another spell of nick (prison).

Some of the slang terms are very quaint. A watch is called a clock, and a gold chain a red lot. A tie-pin is a prop. A padlock is known as a monkey, a purse is called a poke, a cheque a kite, and a jemmy a stick. Snide is the term for counterfeit coin; a smasher is a man who passes it. Shoeflying means arching match-making, a broadman works the three-card trick (cards are broads). The lumber is the place where stolen jewels are disposed of.

A blister is what ordinary people call a summons. Even owners of motor-cars (who are not all criminals) talk about the number of times they have been blistered.

Telling the tale is the craft of the confidence trickster, and if you hear him say "I am not sprucing" he means that he is not pulling your leg or exaggerating.

Kathleen Mayormeen was the pretty name given by the more educated criminals to the indeterminate sentence. Rather neat. "It may be for years, or it may be for ever," you see.

There are many more slang terms to learn if you listen to the talk of criminals.

Oh, I must mention one more. A crook is a man who gets his living by dishonest means.—*Daily Mail*.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

POLISH OPERATIONS.

LIBERATION OF EASTERN GALICIA.

WARSAW, September 1.

A communique states that the combined advance of the Poles and Ukrainians has already liberated the greater part of Eastern Galicia from Bolshevik occupation. The Poles occupied the whole left bank of the Dniester. The Ukrainian offensive crossing the Dniester south of Buczacz is developing successfully and is compelling Bolshevik detachments to retreat in order to avoid encirclement.

POLES ATTACK LITHUANIANS.

LONDON, September 1.

Lithuanian official circles in London learn from Kovno that on August 31 the Poles attacked Lithuanian troops near the Angustowo canal, causing grave casualties. They occupied Suwalki and are advancing to Sokmal.

POLISH REPLY TO AMERICAN NOTE.

WASHINGTON, September 1.

The Polish reply to the American note, while agreeing with the American wish to have Russian territory respected, states that Poland is forced to consider the serious consequences resulting should the Polish counter-offensive cease at a fixed line without satisfactory guarantees from the Soviets. The reply draws attention to the fact that the Bolsheviks violated Poland's frontiers, although Britain had called on the Soviets to halt at the ethnographic boundaries of Poland. Mr. Colby announced that the reply was considered entirely satisfactory.

WOMAN'S SUFFRAGE.

NOT ASSURED FOR AMERICAN WOMAN YET.

NASHVILLE, TENNESSEE, September 1.

The House of Representatives passed a vote expunging all record of the recent ratification of the Women's Suffrage Amendment on the ground that a quorum was not present. Tennessee's adherence to the amendment gave the requisite two-thirds majority of the States necessary to give the vote to all the women citizens of the United States.

ONCE BITTEN.

BELGIUM PROVIDES AGAINST ANOTHER INVASION.

CONVENTION WITH FRENCH.

BRUSSELS, September 1.

The new Franco-Belgian Military Convention approved by both Governments is ratifiable in a few days. The Convention lays down the role assignable to Antwerp in the event of a new invasion and provides for the direction of the retreat of the Belgian army in the event of the first defensive battle not checking the invasion. Arrangements are also made for different concentration of Belgian forces from that of 1914. The Convention in no way encroaches on the prerogative of the Parliaments of the two countries and limits itself to providing for the eventuality of a German attack.

COUNTY CRICKET CHAMPIONSHIP.

LONDON, September 1.

Notts. and Kent have drawn in the final. Percentages for the County Championship are:—Middlesex 77.00, Lancashire 74.61, Surrey 68.69, Yorkshire 67.50, Kent 65.60, and Sussex 63.28.

BELFAST CONFLICT.

TROOPS ENTRENCHING IN THE STREETS.

FIGHTING CONTINUES.

LONDON, September 1.

The *Daily Chronicle* learns that Sir Edward Carson's announcement on August 31 relates to an offer to mobilise the Ulster Volunteers to restore order and release troops for service elsewhere.

Altogether there were 35 incendiary fires in Belfast yesterday, making 170 for the week. The firemen are exhausted. Fighting continued this afternoon in spite of frequent machine gunning by troops entrenching in the streets.

MORE DESTRUCTION.

LONDON, September 1.

Yesterday's dead in Belfast were seven. Sinn Feiners in Dublin raided the headquarters of the Air Force and secured a number of secret military documents, and revolvers. All the buildings of the coast guard station at Browhead, Cork, including the war signal station, were destroyed by bombs and fire last night.

The *Daily News* announces that the Government has provisionally accepted the offers of the Ulster Volunteers to assist in the control of Belfast. The paper declares that there are insufficient troops in the country to deal with the trouble expected to follow the death of the Lord Mayor.

ANOTHER PITCHED BATTLE.

LONDON, September 1.

Three more were killed and many wounded in Belfast to-day as the result of attacks upon the shipyard workers going to work. The trouble began at 8 o'clock when a thousand shipyard men going to work on trams were fired upon by snipers on the roofs. The military rushed up and fired. Two men were killed in the ensuing panic and a third fatality occurred during a pitched battle between the shipyard men and the dockers which was suppressed by the military. The city is at present quiet. The death roll since Saturday is twenty-four.

MCSWINEY TAKING NOURISHMENT.

LONDON, September 1.

The latest reports regarding Mr. McSwiney are raising the question. Is he taking nourishment? The Lord Mayor's chaplain daily made alarming statements on leaving the prison until last night when he refused to speak, while this afternoon, according to *Standard*, a Home Office physician, who specially visited and examined Mr. McSwiney, reported that his condition was satisfactory, and to-night it was announced that Mrs. McSwiney was not paying her customary evening visit to the bed side.

MESOPOTAMIA.

ALL WELL WITH ISOLATED GARRISON.

LONDON, September 1.

A communique from Mesopotamia states that although the Kufah garrison is isolated, it is well stocked with supplies and has not been seriously invested. Aeronauts reconnoitres are being made periodically and the garrison's messages indicate that all is well there.

## THE KUNG HONG CASE.

TO GO BEFORE PRIVY COUNCIL.

At the Supreme Court, this morning before the Full Court, consisting of the Acting Chief Justice (Mr. H. J. Gompertz) and the Acting Puisne Judge (Mr. J. R. Wood), Mr. W. H. Drummond, (instructed by Mr. W. B. Hurd) asked for leave to appeal to the Privy Council in the case in which Fung Yueng Chan appealed to the Full Court of appeal against a judgment given by the acting Chief Justice in favour of Wong Lam Sang and Chan Tso Hing in connection with the non-fulfilment of a contract in regard to the sale of the "Kung Hong". They asked for a new trial. The Full Court of appeal dismissed the application with costs.

Mr. F. C. Jenkin (instructed by Mr. G. R. Haywood) appeared for the respondents.

Mr. Drummond read out the petition of the appellant and said the application before their Lordships was for leave to appeal to the Privy Council from the judgment which was given by the Full Court on August 20 dismissing the application for a new trial.

The Chief Justice: Your notice of motion does not conform to the petition.

Mr. Drummond: The notice of motion was made on the ground that we have been refused leave to appeal.

The Chief Justice: That is not a correct statement.

Mr. Drummond: It is a clerical error.

The Chief Justice: Better set it right. The real order was refusal to order a new trial. I think your notice should be amended.

Mr. Drummond drew attention to the Ordinance in regard to security and suspension of judgment.

The Chief Justice wished to know on what ground execution of judgment should be suspended.

Mr. Drummond replied that it was merely formal judgment could not be suspended as the money had been paid.

His Lordship remarked that by paying the money the appellants had waived the benefits accruing from the ordinance.

Mr. Drummond: Suppose we succeed in the appeal. There would be an order for a new trial. We shall then have no security. The real object of the clause is to protect the appellant.

The Chief Justice: That is the intention. As a matter of fact we ourselves like to see that practice, but I cannot see how we can have power to make an order. Leave to appeal is given on the usual grounds. The question of security will be considered by us.

One case of diphtheria and one of enteric fever, both British, are recorded in to-day's return of notifiable disease.

TO-DAY'S ADVERTISEMENT.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "WEST INSKIP."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that the above vessel has brought cargo from Manila ex the S.S. "ELKBRIDGE," Voyage 10 out on which General Average of 12½ per cent was declared and that before delivery of cargo can be given consignees must sign General Average Bond, furnish completed Valuation Statements and pay a General Average contribution of 12½ per cent of the invoice value of the goods, c.i.f. Hongkong.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on September 6, at 10 a.m. and September 7, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after September 7, will be subject to suit.

No fire insurance whatever will be effected.

Consignees are requested to send their Bills of Lading for countersignment immediately.

PACIFIC MAIL S.S. CO.  
HONGKONG.  
Hongkong, Sept. 3, 1920.

"WALLA WALLA BOATS" The only European Boats in the Colony. Phone 3515.

## NOTICES.

# LAST TWO DAYS OF SUMMER SALE

Ladies' Department Only.

TO-DAY & TO-MORROW

FURTHER - GREAT - REDUCTIONS.

LANE, CRAWFORD & CO.



COLUMBIA GRAFONOLA  
THE SUPREME INSTRUMENT OF MUSIC

THE ANDERSON MUSIC CO., LTD.  
(THE COLUMBIA SHOP)

## PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

## TAN SAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellence and purity.

Beware of bogus imitations. No Tan San is genuine unless the label bears the name of

J. CLIFFORD WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tan San raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And contented himself as any man can With bubbling, sparkling, cool Tan San.

Tan San can be obtained at all first class Hotels, Bars and Clubs in the Far East.

AGENTS—

GANDE, PRICE & CO., LTD.

10, QUEEN'S ROAD, HONGKONG.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

Service of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

Sailings—  
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)  
From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)  
and 2 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required.  
Further information may be obtained at the Consulate's Office, Hotel Mansions,  
or from Messrs. Trow, Ock & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.  
NEW YORK (BERTH).

S.S. "EGREMONT CASTLE"

Sailing on or about 10th September.

## LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA" Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, Etc.,

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "INNSBRUCK"

Sailing on or about 5th September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

S.S. "AFRICA"

Sailing on or about 7th November.

Passengers Luggage can be insured at the office of the Agents.

## NANTO YUSEN KAISHA, Ltd.

SOUTH SEA MAIL S. E. CO.

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 16th September.

S.S. "SAMARANG MARU" Sailing on or about 10th October.

FOR JAPAN.

S.S. "SAMARANG MARU" Sailing on or about 5th September.

S.S. "RIJUN MARU" Sailing on or about 14th September.

## OCEAN TRANSPORT Co., Ltd.

(NANTO YUSEN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in connection with the INDO-CHINA STEAM NAVIGATION CO., LTD. and APCAL LINE.

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

## E. HING &amp; CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.

Telephone No. 1114. 25, Wing Woo Street, Central.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles) Tuesday, 7th Sept.

ATLAS MARU (Call Marseilles) Saturday, 26th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Maritima, Durban and Cape Town via Singapore.

CHICAGO MARU Thursday, 5th September.

CANADA MARU Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S. Pora.

INDUS MARU Sunday, 5th September.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHISEN MARU Thursday, 2nd September.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KUNASHI MARU Friday, 25th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU Monday, 27th September.

NEW YORK—Regular monthly service via Japan ports San Francisco, Panama and Cuban Ports.

HONOLULU MARU Monday, 20th September.

NEW ORLEANS LINE.

JAPAN PORTS—Moj, Kobe Yokkaichi, Yokohama.

GANGES MARU (Call Moji & Yama) Friday, 3rd September.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.E. wharf near the Harbour Office.

AMAKUSA MARU—Monday, 6th September.

TAKAO via SWATOW and AMOY.

SOERU MARU Thursday, 8th September.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 144 and 145. No. 1, Queen's Building.

## CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing Sept. 15th.

"VICTORIA" Sailing Oct. 1st.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents.

Telephone No. 2307. 125, Cornsought Road Central.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

MANILA CEBU & HONOLULU HANYANG Sept. 4, at 4 p.m.

WEIHAIWEI CHEFOO & TIENTSIN KINCHOW Sept. 4, at 4 p.m.

SHANGHAI AND TIENTSIN YINGCHOW Sept. 4, at 4 p.m.

HOIHOW PAKHOI & HATONG KATONG Sept. 5, at 8 a.m.

SWATOW AND BANGKOK SHANGHAI Sept. 7, at 10 a.m.

SHANGHAI AND TIENTSIN SHANGHAI Sept. 9, at Noon

AMOY, SHANGHAI AND PUKOW SHANGHAI Sept. 11, at 4 p.m.

SHANGHAI LINE—PASSENGERS' MAIL, and CARGO, Excellent

Saloon accommodation, electric light and fans in Saloon and

Staterooms. Regular schedule service between Canton, Hongkong, Shanghai

(twice weekly) and Yungtze (twice), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 23.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CROSSKEYS" Sailing at Shanghai and Kobe

"ICONIUM" About Sept. 25th.

For PORTLAND, ORE.

"WAWALONA" About Sept. 7th.

"MONTAGUE" About Sept. 15th.

For NEW YORK.

"CAPE MAY" About Sept. 18th.

"ELDERA" About Oct. 15th.

"CITY OF JOINT" About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

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THE ADMIRAL LINE.

Telephone Nos. 2477 & 2478. Fifth Floor, Hotel Mansions.

## SHIPPING

## C. P. O. S.

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moj) Kobe & Yokohama)

STEAMERS FROM HONGKONG VANCOUVER

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 21 Nov. 8

Montague Oct. 28 Nov. 15

Empress of Japan Nov. 8 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 16 Jan. 3

Montague Dec. 31 Jan. 24

Empress of Asia Jan. 13 Jan. 31

Empress of Japan Jan. 19 Feb. 9

Empress of Russia Feb. 10 Feb. 28

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. Traffic conditions on the Atlantic are so congested

as to make it impossible to guarantee passage by cable

or letter for all passengers to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

For Freight and other information please apply to

HONGKONG OFFICE. Cable Address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

October 31st 1920. November 6th 1920. September 24th 1920.

AN UNSURPASSED HIGH CLASS

PASSENGER SERVICE.

C. T. SURRIDGE, Acting Freight & Pass. Agent. Dept. 1934.

Prinsep Buildings, 100 Macao Street. Tel. Freight Dept. & Agent. 2161.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart TUESDAY, 7th Sept. at 2 p.m.

HAICHING Capt. J. S. Thomson FRIDAY, 10th Sept. at 2 p.m.

Arrivals and Departures from the Company



# SHIPPING **P. & O.-BRITISH INDIA** **APCAR AND** **EASTERN & AUSTRALIAN** **LINES**

(COMPANIES incorporated in ENGLAND).

## **MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

### **PENINSULAR & ORIENTAL SAILINGS (South)**

| S. S.     | Tons  | From Hongkong (about) | Destination                 |
|-----------|-------|-----------------------|-----------------------------|
| "PREPARE" | 7,400 | 17th Sept.            | MARSHALL LONDON & A'warp.   |
| "DILWANA" | 6,000 | 18th Sept.            | Singapore, Colon, & Bombay. |
| "KATIA"   | 6,000 | 19th Sept.            | MARSHALL LONDON & A'warp.   |
| "NANKIN"  | 6,900 | 20th Oct.             | MARSHALL LONDON & A'warp.   |
| "KANGAR"  | 6,900 | 20th Oct.             | MARSHALL LONDON & A'warp.   |
| "ALIPORE" | 6,200 | 20th Oct.             | MARSHALL LONDON & A'warp.   |

### **BRITISH INDIA-APCAR SAILINGS (South)**

| S. S.   | Tons  | From Hongkong (about) | Destination                    |
|---------|-------|-----------------------|--------------------------------|
| "JAPAN" | 6,100 | 7th Sept.             | Straits, Rangoon and Calcutta. |

### **EASTERN & AUSTRALIAN SAILINGS (South)**

| S. S.        | Tons  | From Hongkong (about) | Destination   |
|--------------|-------|-----------------------|---|
| "KANOWNA"    | 7,000 | 25th Sept.            | Singapore, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne. |
| "ST. ALBANS" | 4,900 | 4th Oct.              |   |

### **SAILINGS TO SHANGHAI & JAPAN**

| S. S.           | Tons  | From Hongkong (about) | Destination         |
|-----------------|-------|-----------------------|---------------------|
| "KANOWNA"       | 7,000 | 5th Sept.             | Moji and Kobe.      |
| "NANKIN"        | 6,900 | 8th Sept.             | Shanghai and Japan. |
| "GREGORY APCAR" | 4,900 | 11th Sept.            | Shanghai and Japan. |

#### **WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Tickets Interchangeable.  
 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
 All Cabins are fitted with Electric Fans free of charge.  
 Steamers and Sailings dates are liable to be cancelled or altered without notice.  
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

#### **NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on WEDNESDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
 23, Des Voeux Road Central, HONGKONG. Agents.

# **N. Y. K.**

## **NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

### **SEATTLE & VICTORIA** via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overseas Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

|                                   |                                  |
|-----------------------------------|----------------------------------|
| FURUKAWA MARU (omitting MARU) ... | Saturday, 11th Sept., at 11 a.m. |
| KATOBI MARU ...                   | Thursday, 20th Sept., at 11 a.m. |
| TAJIMA MARU ...                   | Friday, 8th Oct., at 11 a.m.     |

### **LONDON & ANTWERP** via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

|                   |                               |
|-------------------|-------------------------------|
| KAGA MARU ...     | Thursday, 9th Sept., at Noon. |
| YOKOHAMA MARU ... | Friday, 11th Sept., at Noon.  |
| TAKA MARU ...     | Friday, 1st Oct., at Noon.    |

### **HAMBURG, LONDON & ANTWERP**

### **LIVERPOOL & MARSEILLES** via Singapore, Colombo Suez and Port Said.

|                  |                         |
|------------------|-------------------------|
| TOITORI MARU ... | Tuesday 28th September. |
|------------------|-------------------------|

### **SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

|                |                                   |
|----------------|-----------------------------------|
| TANGO MARU ... | Wednesday, 22nd Sept., at 11 a.m. |
| RIKIO MARU ... | Wednesday, 29th Oct., at 11 a.m.  |

### **NEW YORK.**

### **SOUTH AMERICAN PORTS** via Cape.

### **BOMBAY & COLOMBO** via Singapore.

|                   |                            |
|-------------------|----------------------------|
| TALAN MARU ...    | Wednesday, 16th September. |
| YETOROFU MARU ... | End of September.          |

### **CALCUTTA & RANGOON** via Singapore & Penang.

|                 |                          |
|-----------------|--------------------------|
| BOMBAY MARU ... | Saturday, 4th September. |
|-----------------|--------------------------|

### **JAPAN PORTS**—Nagasaki, Kobe & Yokohama.

|                |                                      |
|----------------|--------------------------------------|
| NIKKO MARU ... | Saturday, 18th September, at 11 a.m. |
|----------------|--------------------------------------|

### **SHANGHAI, KOBE & YOKOHAMA.**

|                  |                                      |
|------------------|--------------------------------------|
| MISHIMA MARU ... | Wednesday, 8th September, at 11 a.m. |
| DAKAR MARU ...   | Wednesday, 8th September.            |
| YAKASA MARU ...  | Friday, 10th September.              |
| SADO MARU ...    | Friday, 17th September, at 11 a.m.   |

For further information apply to—

#### **NIPPON YUSEN KAISHA.**

S. YASUDA, Manager.

TELEPHONE Nos. 221 & 222.

## **SHIPPING.**

### **PRINCE LINE FAR EAST SERVICE.**

#### **For NEW YORK.**

S.S. "CELTIC PRINCE" via Panama Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

**SHEWAN, TOMES & CO.,**  
 Agents.

# **T. K. K.** **TOYO KISEN KAISHA**

## **HONGKONG TO SAN FRANCISCO.** VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU. "THE PATHWAY OF THE SUN."

| STEAMERS.    | TONS.  | LEAVE HONGKONG. |
|--------------|--------|-----------------|
| SHINTO MARU  | 25,000 | Sept. 6th.      |
| FEIKO MARU   | 20,000 | Sept. 17th.     |
| KOREA MARU   | 20,000 | Sept. 30th.     |
| SIBERIA MARU | 20,000 | Oct. 11th.      |
| TENYO MARU   | 21,000 | Oct. 28th.      |

(Omitting call at Shanghai. \*Calling at Keelung.

### **SOUTH AMERICAN LINE.** **HONGKONG TO VALPARAISO.**

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, AICA & IQUIQUE.

Twice by TRANS-ANDALAN ROUTE to BUENOS AIRES.

| STEAMERS. | TONS.  | LEAVE HONGKONG. |
|-----------|--------|-----------------|
| ANTU MARU | 18,500 | Sept. 9th.      |
| KIYU MARU | 14,000 | Nov. 9th.       |

For full information regarding passengers freight, and sailings, apply to—

King's Building.  
 Agents at Canton:  
 Messrs. T. K. GRIFFITHS, LTD.  
**Y. TSUTSUMI, Manager.**  
 Tel. Nos. 5274 & 5314.

## **NOTICE.**

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers.  
 Satisfaction Guaranteed.  
 A TRIAL ORDER WILL CONVINCE YOU.

### **SANG KEE & CO.,**

No. 78, Des Voeux Road Central.  
 Cable Add. "SANGKY." Tel. No. 8420.

# **THE KWONG HIP LUNG CO., LTD.**

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 200 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
 Shipyard: Sham-Sui-Po, Kowloon, HONGKONG. Telephone No. 2.  
 Estimates furnished on application.

Hongkong, April 1, 1915.

### **NOTICES TO CONSIGNEES**

#### **PACIFIC MAIL STEAMSHIP CO.**

#### **NOTICE TO CONSIGNEES.**

S.S. "LAKE FIELDING."

From CALCUTTA via PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 6th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.  
 As Operators, T.S. Shipping Board  
 Hongkong, August 21, 1920.

### **NOTICES TO CONSIGNEES**

#### **PACIFIC MAIL S.S. COMPANY.**

#### **NOTICE TO CONSIGNEES.**

S.S. "ECUADOR"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 7, at 10 a.m., and September 8, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognised.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 8, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.  
 Hotel Managers  
 Hongkong, September 1, 1920.

## **NOTICES TO CONSIGNEES**

### **STRUTHERS AND DIXON, INC.**

#### **NOTICE TO CONSIGNEES**

From SEATTLE.

#### **THE Steamship**

"DEUEL" having arrived from SEATTLE via ports on 30th August 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns, and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where it will be examined at 10 a.m. on 6th September, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after 6th September, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building, 12, Des Voeux Road, Central, Hongkong, August 30, 1920.

#### **NOTICE TO CONSIGNEES.**

#### **THE Steamship**

"HUNGARIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 16th prox. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., Ltd.  
 Agents.  
 Hongkong, August 30, 1920.

## **SHIPS' STORES**

Hardware, Metals, Paints and Oils.

Full Lines of Shipchandlery Supplies.

### **KWONG SANG & CO.**

Established in 1882.  
 57, 58 & 59 Connaught Road Central.  
 Tel. Nos. Office: 2654 & 2896.  
 Godowns 786.

### **A. KWAI & CO.**

15 & 17 Connaught Road Central, HONGKONG.

#### **"NAVY CONTRACTORS"**

Ship-Chandlery, Coal Merchants, Sail-Makers, General Storekeepers and Soap and Soda Manufacturers.  
 Cable Add. "AKWAI." Tel. No. 198.

### **SHIPBUILDERS.**

### **SHIP REPAIRERS.**

### **BOILER MAKERS.**

### **FORGE MASTERS.**

### **OXY-ACETYLENE, AND**

### **ELECTRIC WELDERS.**

### **MECHANICAL, AND**

### **ELECTRICAL**

### **ENGINEERS.**

TEL. ADDRESS: "TAIKOOKOCK," HONGKONG.  
 TELEPHONE NO. 212.  
 CABLE FLAG: "U" OVAL AND PENANG.

## **SHIPPING**



**PACIFIC MAIL S.S. CO.**  
 U. S. MAIL LINE.  
 Operating the New First Class Steamers  
 "ECUADOR" "VENIZUELA"  
 "COLOMBIA"  
 HONGKONG TO SAN FRANCISCO.  
 Via SHANGHAI, KOREA, YOKOHAMA & HONOLULU.  
 "NEW YORK" BELT  
 Through route from HONGKONG to HONOLULU.  
 "ECUADOR" ... Wednesday, Sept. 8th.  
 "COLOMBIA" ... Wednesday, Oct. 6th.  
 "VENIZUELA" ... Wednesday, Nov. 3rd.  
 U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.  
 "WEST INSKIP" ... Friday, Sept. 3rd.  
 Hongkong-Calcutta Service.  
 "LAKE FIELDING" ... Friday, Sept. 3rd.  
 PACIFIC MAIL S.S. CO.,  
 12, Des Voeux Road, Central, Hongkong.  
 Cable Address: "SOLANO."  
 Telephone No. 1674.

## **STRUTHERS & DIXON, INC.**

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

Amalgamated with GREEN STAR LINE, NEW YORK.  
 Operating Baltimore via Panama service, to the Far East.  
 From SAN FRANCISCO Direct: 7th September.  
 "ELKHORN" ... 15th September.  
 "BRAVE CORUS" ... For SEATTLE.  
 "DEUEL" ... 12th September.  
 "AQUARIUS" ... For ROTTERDAM and NEW YORK.  
 "CHIHPOHUNG" ... For CUBA.  
 "WEST HIRSH" ... 15th September.  
 Through Bills of Lading issued to all U. S. and Canadian  
 Farland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12 Des Voeux Rd., Tel. 210.

## **JAVA-PACIFIC LINE**

### **OF THE** **JAVA-CHINA-JAPAN LINE**

| Steamer           | From | Expected on or about | Will leave on or about | For |
|-------------------|------|----------------------|------------------------|-----|
| S.S. "TJISONDARI" | Java | 10th Sept.           | 15th Sept.             |     |

The steamers are all fitted throughout with electric lights and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overseas Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LINE,**  
 GENERAL MANAGERS,  
 York Buildings.  
 Telephone No. 1674.

## **THOS. COOK & SON.**

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Trade Rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

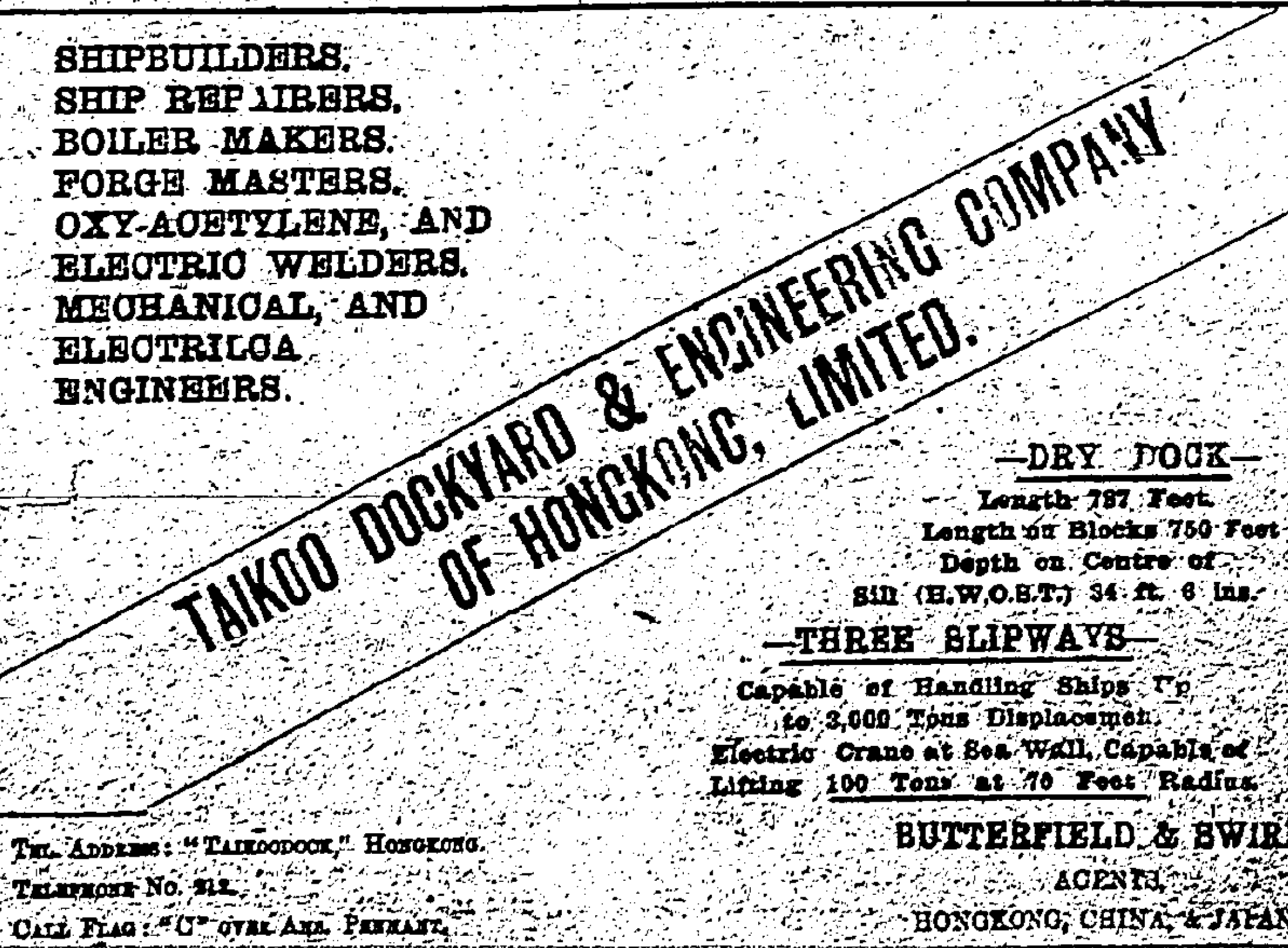
Telegraphic Address "COUPON." **THOS. COOK & SON,**  
 Hongkong Hotel Buildings, Hongkong.  
 Telephone No. 524.  
 Also: HANGHAI, PEKING, YOKOHAMA, MANILA.  
 Cable Office: LUDGATE CIRCUS, LONDON, &c.

## **STEAMING COAL.**

Contracts Solicited for Bunkering Ships at Hongkong, Shanghai, Keelung (Formosa) And All Leading Japan Ports.

### **K. KIMURA & CO.**

2, Connaught Road Central.  
 Cable Add. "Propaganda." Tel. No. 2530.



**TAIKOO DOCKYARD & ENGINEERING COMPANY**  
 OF HONGKONG, LIMITED.

—DRY DOCK—  
 Length 757 Feet.  
 Length of Blocks 750 Feet.  
 Depth on Centre of  
 SILL (H.W.O.B.) 34 ft. 6 ins.

—THREE



## SHIPPING

# P. & O. BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S. S.     | Tons  | From Hongkong (about) | Destination                  |
|-----------|-------|-----------------------|------------------------------|
| "JYPORE"  | 7,400 | 12th Sept.            | MARSHALLS LONDON & A'Werp.   |
| "DILWARA" | 5,400 | 13th Sept.            | Singapore, Colombo & Bombay. |
| "KATIA"   | 8,000 | 18th Sept.            | MARSHALLS LONDON & A'Werp.   |
| "NANKIN"  | 8,900 | 19th Oct.             | MARSHALLS LONDON & A'Werp.   |
| "KANGGAR" | 8,900 | 20th Oct.             | MARSHALLS LONDON & A'Werp.   |
| "ALIPORE" | 8,500 | 30th Oct.             | MARSHALLS LONDON & A'Werp.   |

## BRITISH INDIA-APCAR SAILINGS (South)

| S. S.   | Tons  | From Hongkong (about) | Destination                    |
|---------|-------|-----------------------|--------------------------------|
| "JAPAN" | 6,100 | 7th Sept.             | Straits, Rangoon and Calcutta. |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S. S.        | Tons  | From Hongkong (about) | Destination  |
|--------------|-------|-----------------------|--|
| "KANOWNA"    | 7,000 | 24th Sept.            | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne. |
| "ST. ALBANS" | 4,900 | 4th Oct.              |  |

## SAILINGS TO SHANGHAI &amp; JAPAN

| S. S.           | Tons  | From Hongkong (about) | Destination         |
|-----------------|-------|-----------------------|---------------------|
| "KANOWNA"       | 7,000 | 6th Sept.             | Moji and Kobe.      |
| "NANKIN"        | 8,900 | at 11 a.m.            | Shanghai and Japan. |
| "GREGORY APCAR" | 4,900 | 11th Sept.            | Shanghai and Japan. |

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Telegrams Interchangeable.  
1st Cabin Passengers may travel by B.I.R.N. Company's steamers between Singapore and Calcutta, or Singapore and Madras in lieu of the action of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailors, dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Rates, Freight, and other matters, apply to  
**MACKINNON, MACKENZIE & CO.,**  
Agents.  
22, Des Voeux Road Central, HONGKONG.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Manila, Keelung, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

| S. S.           | From Hongkong (about)  | Destination                             |
|-----------------|------------------------|---|
| "FURUKAWA MARU" | 11th Sept., at 11 a.m. | Manila, Keelung, Shanghai, Japan ports. |
| "KATORI MARU"   | 15th Sept., at 11 a.m. |   |
| "TAMURA MARU"   | 19th Sept., at 11 a.m. |   |

## LONDON &amp; ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said &amp; Marseilles.

| S. S.           | From Hongkong (about)         | Destination       |
|-----------------|-------------------------------|-------------------|
| "KAGA MARU"     | Thursday, 9th Sept., at Noon. | London & Antwerp. |
| "YOKOHAMA MARU" | Friday, 10th Sept., at Noon.  |                   |
| "TAMURA MARU"   | Friday, 1st Oct., at Noon.    |                   |

## HAMBURG, LONDON &amp; ANTWERP

## LIVERPOOL &amp; Marseilles via Singapore, Colombo Suez and Port Said.

| S. S.         | From Hongkong (about)   | Destination             |
|---------------|-------------------------|-------------------------|
| "TOTORI MARU" | Tuesday 25th September. | Liverpool & Marseilles. |

## SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

| S. S.        | From Hongkong (about)             | Destination         |
|--------------|-----------------------------------|---------------------|
| "TANGO MARU" | Wednesday, 22nd Sept., at 11 a.m. | Sydney & Melbourne. |
| "NIKKO MARU" | Wednesday, 30th Oct., at 11 a.m.  |                     |

## NEW YORK

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY &amp; COLOMBO via Singapore.

| S. S.           | From Hongkong (about)      | Destination       |
|-----------------|----------------------------|-------------------|
| "TAIYAN MARU"   | Wednesday, 15th September. | Bombay & Colombo. |
| "YOKOHAMA MARU" | End of September.          |                   |

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

| S. S.         | From Hongkong (about)    | Destination         |
|---------------|--------------------------|---------------------|
| "BOMBAY MARU" | Saturday, 4th September. | Calcutta & Rangoon. |

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

| S. S.          | From Hongkong (about)                | Destination  |
|----------------|--------------------------------------|--------------|
| "NIKKO MARU"   | Saturday, 18th September, at 11 a.m. | Japan Ports. |
| "MISHIMA MARU" | Wednesday, 8th September, at 11 a.m. |              |
| "YAKARA MARU"  | Wednesday, 9th September.            |              |
| "SADO MARU"    | Friday, 17th September, at 11 a.m.   |              |

## NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 323 &amp; 324.

## SHIPPING.

## PRINCE LINE FAR EAST SERVICE.

## For NEW YORK.

S.S. "CELTIC PRINCE" via Panama Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option.

For freight and further particulars, apply to:

**SHEWAN, TOMES & CO.,**  
Agents.

## T. K. K.

## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

| STEAMERS.     | Tons   | Leave Hongkong. |
|---------------|--------|-----------------|
| "SHINTO MARU" | 22,000 | Sept. 6th.      |
| "PERMA MARU"  | 9,000  | Sept. 17th.     |
| "KURE MARU"   | 9,000  | Sept. 30th.     |
| "SIBUBA MARU" | 20,000 | Oct. 1st.       |
| "TENYO MARU"  | 22,000 | Oct. 25th.      |

[Omitting call at Shanghai. "Calling at Keelung."

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO.

SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE.

Thence by TRANS-ANDALUSIAN ROUTE to BRUNO AYM.

| STEAMERS.    | Tons   | Leave Hongkong. |
|--------------|--------|-----------------|
| "ANTO MARU"  | 18,500 | Sept. 9th.      |
| "SEIYO MARU" | 14,000 | Nov. 9th.       |

For full information regarding passengers, freight, and sailings, apply to—

King's Building.  
Agents at Canton:  
Messrs. T. E. GRIFFITHS, LTD.

## NOTICE.

We can supply the Best Steaming Coal on Short Notice for Ships and Local Consumers.  
Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

## SANG KEE &amp; CO.,

No. 73, Des Voeux Road Central.  
Cable Add. "SANGKEI." Tel. No. 3420.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two R.I.P.s and can accommodate any craft of 300 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 428.  
Shipyards: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 2.  
Estimates furnished on application.

Hongkong, April 1, 1919.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

S.S. "LAKE FIELDING."

From CALCUTTA via PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 6th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 7th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Agents, U.S. Shipping Board.  
Hongkong, August 21, 1920.

## NOTICES TO CONSIGNEES

## PACIFIC MAIL S.S. COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "ECUADOR."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 7, at 10 a.m., and September 8, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 8, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Hotel Managers.  
Hongkong, September 1, 1920.

## NOTICES TO CONSIGNEES

## STRUTHERS AND DIXON, INC.

## NOTICE TO CONSIGNEES

From SEATTLE

## THE Steamship

"DADEL"

having arrived from SEATTLE via ports on 30th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or Extra-Removable Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 6th September, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 6th September, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,  
Agents.  
1st floor, Powell's Building,  
12, Des Voeux Road, Central,  
Hongkong, August 30, 1920.

## NOTICE TO CONSIGNEES.

## THE Steamship

"HUNGARIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, COLOMBO, PENANG and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox. will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 16th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th prox. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., Ltd.

Hongkong, August 30, 1920.

## SHIPS' STORES

Hardware, Metals, Paints and Oils.  
Full Lines of Shipchandlery Supplies.

## KWONG SANG &amp; CO.,

Established in 1868.  
57, 58 & 59 Connaught Road Central.  
Tel. Nos. Office: 3554 & 3555.  
Godowns 785.

## A. KWAI &amp; CO.

12 & 13 Connaught Road Central, HONGKONG.  
"NAVY CONTRACTORS"  
Ship Chandlery, Coal Merchants,  
Sail-Makers, General Storekeepers  
and  
Soap and Soda Manufacturers.  
Cable Add. "AKWAI." Tel. No. 198.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE, AND  
ELECTRIC WELDERS.  
MECHANICAL, AND  
ELECTRICAL  
ENGINEERS.

Tel. Address: "TAIKOO DOCK," HONGKONG.  
Telephone No. 414.  
Cable Address: "TAIKOO DOCK," HONGKONG.

## SHIPPING



**PACIFIC MAIL S.S. CO.**  
U. S. MAIL LINE.  
Operating the New First Class Steamers  
"ECUADOR," "VENEZUELA,"  
"COLOMBIA,"  
HONGKONG TO SAN FRANCISCO  
via SHANGHAI, KOREA, YOKOHAMA & HONOLULU.  
THE S. S. "VENUE" HELT  
The most comfortable route to America and Europe.  
Sailings from HONGKONG at NOON.  
"ECUADOR" ... Wednesday, Sept. 6th.  
"COLOMBIA" ... Wednesday, Oct. 6th.  
"VENEZUELA" ... Wednesday, Nov. 3rd.  
U.S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.  
"WEST INSKEEP" ... Friday, Sept. 2nd.  
Hongkong, California Service.  
"LAKE THE OREGON" ... Friday, Sept. 2nd.  
PACIFIC MAIL S.S. CO.  
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## AMERICAN MANNERS.

[By HENRY W. NEVINSON.]

Can there be any more delightful holiday than visiting a foreign land where one understands the language almost completely? An Englishman in the United States can enjoy that pleasure to the full. For a few words may escape him, but the accent wrong in such words is "ordinarily" or "necessarily," and he will get the pronunciation wrong in "tomato" and "vase" and a few other common words. He will continue to say "got" instead of "gotten," and he will spell "check" as "cheque," or talk of engaging a room instead of making a reservation, or ask for a season ticket instead of commuting. But these little errors are soon corrected, and even in his broken American how much more easy the Englishman moves than in his broken French, or German, or Swedish. How much more readily he sympathises with peculiarities and characteristics among the Americans than among other foreigners, such as the Chinese or Hindus! As in Ireland, he is a foreigner, but he has less difficulty of comprehension.

From the very first the Englishman is overwhelmed with surprises, chiefly delightful. He had expected to be received with rudeness or at best with indifference. He had supposed the American people as a whole to be rough and ill-mannered. Perhaps their loud and high-pitched voices had given him the idea. But the loud or high-pitched voice is produced, I think, mainly by the noise of the cities, or by the isolation of the houses in the suburbs and country (so that one has to shout to be heard from door to door), or by the habit of talking all at once, so that only the loudest voice can assert itself. It has no connection whatever with aggressiveness, impoliteness, or want of consideration. Except perhaps in India, I have never known such consideration, such sensitiveness to the feelings of others, such solicitude to please as in these States. An Englishman, appears among the people as a stranger speaking their language with a markedly foreign accent. We know how "the beastly foreigner" is treated in our country, and I expected even worse. On the contrary, everywhere I met, from the porter to the policeman and the educated man or woman in the street, seemed to have been waiting all their lives just for this opportunity of doing me a service and giving all their aid. If I inquire the way, everyone within hearing stops dead still to tell me, just as all the traffic in Fifth Avenue stops as though frozen when the red light of the traffic light appears on the new road in the middle of the street. And women go far out of their way to help me. The shortest of the matter is that I do not understand some of the customs, they sit down on a bench and explain till the meanest understanding can be in no doubt. When a total stranger like myself is introduced, men and women come forward with such a smile and such a cry of "Very pleased indeed to meet you!" that it is almost impossible to realise they would say the same to your bitterest enemy. Insincere? Not in the least. It is but politeness and the solicitude to please. How charming after the English and Scottish manner of greeting every stranger as an enemy or a bore!

How this widespread politeness has grown up and been diffused I cannot say. It is the more remarkable because the children are so commonly what is called ill-bred. They persist and interrupt and whine. They whine like sick kittens. They seem never to have "Hush!" or "Don't!" said to them, and never to be told that "little people are meant to be seen and not heard." I suppose there is not on earth a more irritating human being than the ordinary whining American child between five and ten. If only I had the winking of your neck, the unaccustomed Englishman is inclined to remark. And yet, out of these untolerable little terrors grow the sweetest-tempered and most courteous men and women I have known. Is there, then, something

wrong in the British training? Must we abandon "Hush!" and "Don't!" Must we cease to speak roughly to the little child and beat him when he whines? God forbid! There must be other causes for the charm of American manners.

Puritanism as a religion is dead, but perhaps there lingers still a tradition of the Puritan sweetness of manner and quiet grace in behaviour—such sweetness and quietude as grave Quakers use. Generation after generation of old Americans ("hundred per cent" Americans) as their descendants love to call them now) once lived as in God's sight—lived each day as it were their last, or at least professed to live in that solemn manner. Perhaps a fellow-feeling of equality in the presence of Eternal Truth has passed into the very blood of the race. Or it that explanation seems too far-fetched, there are the public schools to teach equality. For the public school in America is not the richly-endowed private school for the children of the plutocracy as in England, but is really a public school open to every class—to every degree of wealth or poverty. I am told the standard of education is not so high as in our so-called public schools. As far as the teaching of knowledge goes I do not understand how it could be lower, but granting that knowledge is but a very small part of education, still one may say that the American public school beats ours easily in the diffusion of manners. Who can overestimate the advantage of a country where all the young stand on a footing of equality and where opportunity for knowledge and a common education is open to all irrespective of the parents' wealth? Here one says "Sir" to everyone, or no one. On the trains there is only one class, and the workman is as comfortable as the capitalist (the great expresses take Pullman cars and sleeping cars, it is true, but there are no first, second, and third class compartments). I suppose equality and the freedom from fear of riches or station are the very foundations of good manners. For a man conscious of social inferiority will be either servile or rude.

No doubt a healthy climate and a leisurely manner of life tend also to politeness, as we see in Spain and Turkey. Cold and heat are greater here than with us, but both are better prepared for, and both are healthy. At all events in these eastern States, and health induces an amiable temper. Work is here conducted with a deal of unnecessary noise and an assumption of "hustle," but the inner spirit of it is easy-going and leisurely, as befits the heat of summer and the heated rooms of winter. People "blow in" at the offices about nine or half-past. They blow out at lunch for an hour or so at twelve, and Broadway "down-town" or Fifth Avenue at 23rd Street becomes a moving swarm of youths and maidens, beaming, well dressed, well fed, much at their ease. About five they all blow away to their homes by "bus," trolley, subway, or elevated rail. No doubt a lot of work gets done, but it is absurd to think of Americans as sunk to the chin in business. A cheerful spirit of leisure prevails. Outside Russia I have never seen a people so unpunctual, so indifferent to time. Time to them is entirely, and wisely, a matter of "relativity," and so is space. No country in the world can employ so many typists (stenographers?), dictaphones, telephones, and other machines for correspondence. But in none outside Turkey have I found it so difficult to get an answer to a letter. They do not write. Like Napoleon, they wait till letters answer themselves. It is magnificent. No one wants it to be written.

Even the food conduces to good-tempered politeness. Prices are higher than they were, but still there is plenty, and, to imitate a famous advertisement, the food recalls the delicious European meals of six years ago. It is even better, or at least more varied. The early lunch makes the greater part of the day seem all ways afternoon, and everyone knows the improvement in afternoon manners. Equality, health, food, a leisurely indifference to time, a free carelessness about business, and one might add the general education and association of boys and girls, men and

## THE DEMON PIANIST.

48 HOURS WITHOUT STOP.

CONFIDENT OF 100 HOURS.

Seated at a piano in his shirt sleeves, Mr. Albert Kemp, who called himself the "Demon Pianist," recently started to play the piano for 48 hours without a stop.

He is in training for the £10,000 prize offered by the Consolidated Music Company of Chicago to anyone who can play continuously for 100 hours. A Daily News representative found Mr. Kemp seated in the corner of a picture theatre in Surrey Street, Croydon.

"I am quite confident of lasting for 100 hours," he said, "and this 48 hours test is easy. When closing times comes, I shall play 'God Save the King,' as usual, and simply carry on with all sorts of popular airs in the presence of my committee and attendants."

"The worst hours are just before dawn, from 2 to 4 a.m., when I have to fight sleep. My head is bathed with water and eau-de-Cologne, and then, after playing a rattling good overture, I am all right for the next 24 hours. When the great contest comes in September, I shall have memorized 150 popular tunes. The strain will come in the last three hours, when I shall have to play the 'William Tell,' and 'Poe and Peasants' overtures."

## OLDEST ARTIFICIAL LEG.

PERIOD 300 B.C.

HOW IT WAS MADE.

The oldest artificial leg in existence is that in the museum of the Royal College of Surgeons of England. It was found in a tomb at Capua, and is, of course, of Roman origin.

This artificial member accurately represents the form of the human leg. It is made with pieces of thin bronze, fastened by bronze nails to a wooden core. Two iron bars, having holes at their free ends, are attached to the upper extremity of the bronze; a quadrilateral piece of iron found near the position of the foot is thought to have given strength to it. There is no trace of the foot, and the wooden core had nearly crumbled away. The skeleton had its waist surrounded by a belt of sheet bronze edged with small rivets, probably used to fasten a leather lining. Three painted vases lay at the feet of the skeleton. The vases belong to a rather advanced period in the decline of art, about 300 B.C.

## MYSTERY OF COAL.

REMARKABLE RESEARCHES.

PROFOUND SCIENTIFIC INTEREST.

Remarkable series of researches have recently been carried out in Great Britain on the constitution of coal. The problem was tackled by D. Marie Stopes from the standpoint of microscopy and fossil botany, and last year she communicated to the Royal Society a paper in which she distinguished four visible ingredients in the coal under examination. Her researches were followed up in several laboratories, particularly with a view to discovering the behaviour of each of the ingredients. Some tests were made in an ingenious electric furnace which rapidly distilled the coal, separating out the ingredients. These tests revealed that two of the ingredients were concerned in the familiar process of coking. Another investigation has examined the action which coal has on a photographic plate. These investigations are of profound scientific interest, and may at any moment lead to results of practical value to engineers.

women together—these are among the reasons of that superior politeness which every visitor to these States must notice. Perhaps there is some disadvantage besides. Perhaps the people as a whole are too patient, too tolerant, too easily acquiescent in the never-ending audacity of elected persons. There is nothing so hard as to concentrate indignation into a genuine and decisive movement in the States. Other causes combine, especially, I think, the size of a country so vast that what happens in New York is hardly noticed in San Francisco. There is the character of the so-called newspapers as well, to say nothing of the presence of great hordes of foreigners inured to endurance. But those are subjects far too large for this occasion. In any case the Americans are not a fierce people, as I think Burke once called the English. They are a patient people, and very polite.

## EMPRESS EUGENIE.

MYSTERY OF HER FORTUNE.

HOW MUCH DID SHE LEAVE?

The question of the Empress Eugenie's will and the wealth she has left is a complicated one. Mr. Edward Legge, author of "The Empress Eugenie, 1870-1910," summarises the interesting situation as follows:

Less than two days had elapsed after the Imperial lady's death in her beloved Spain than everybody who was supposed to be acquainted with her pecuniary affairs was being asked, "How much has she left?"

It was so when her husband died in 1873. There had been published only a couple of months after the French disaster at Sedan numerous assertions concerning the financial position of Napoleon III., so that Messrs. Baring Brothers felt constrained to publicly announce that they had not made any investments for account of the Empress; and did not hold any stocks or objects of value for her account.

We come now to a more important matter, which concerned the Empress, and throws a flood of light upon her monetary resources. Messrs. Markby, Parry, and Stewart, solicitors, Coleman-street, announced in the Press: "The estate of the Empress Napoleon III. has been sworn under £120,000, but it is right to state that this sum is subject to claims which will reduce the amount actually received by the administrators (the Empress Eugenie) to about one-half of the sum named."

It will thus be seen that all that the Empress inherited from her consort was about £60,000. When she took up her abode at Camden-place, Chiswick, in the autumn of 1870, she had practically no little money at her disposal; the Comtesse Melanie de Pourtales, one of the reigning beauties at the Tuilleries, came to England and placed her fortune at the disposal of the Empress, who declined it.

In comparatively recent years it was gravely recorded by Continental and English papers that the Empress had left her vast fortune of £5,000,000 to the Jesuits!

In January, 1904, Princess Mathilde, cousin of the Emperor Napoleon III., died at St. Germain, a few miles from Paris, and it was announced in the French and English papers that she had left all her money, under £100,000, to Prince Louis Napoleon, the only brother of Prince Victor, the Bonapartist Pretender to the French throne, who, with his wife and family, spent four of the recent war years at Farnborough Hill, under the Empress's roof.

It is Prince Victor to whom, according to the journals on both sides of the Channel in 1904, "The great wealth of the Empress Eugenie will revert, according to family arrangement. She is said to possess £2,000,000 sterling."

## SPEEDY CRIPPLES.

TRICYCLISTS' CLUB.

"CLIMBS LIKE A CAT."

There was an impressive rally of crippled men in Hyde Park, W. after which about 30 invalid tricycles and chairs sped to Richmond, a journey of about nine miles by road.

That a disabled man is as proud of the possibilities of his machine as an athlete of his muscles was clear from the conversation of those who assembled early at the Hyde Park gates. "There's no hill will beat this," said one man, with a proud pat of his wheel. "although she's a little slow on the flat."

"Mine does nice miles an hour and climbs like a cat," said another. His neighbour pointed to a three-speed gear and said, "With that on top I can touch 11." Pointing to a motor-propelled chair, he added, "But I want one of those, and then I'll do 25."

Storm pipes were adjusted, cigarettes and pipes lighted, and the word to "get moving" was given. The wan face of a youth who lost his legs on the Somme fought with enthusiasm as faces were set towards Richmond Park, where a picnic was held before the return at 6.30.

The organiser of the spin, Mr. L. M. Burn-Stock, is himself compelled to travel in a motor-propelled invalid chair. "We want more such trips into the country as these," he told a Daily Mail reporter, "and the men must be got together for social reasons. We contemplate starting an association for them. It will probably be called the British Association of Tricyclists. I should like any who are compelled to travel in this way to get into touch with me at 22, All Saints-road, Kensington, W."

There are more than 500 people in London entitled to join the club. Mr. Burn-Stock is organising. It will be for all those using invalid chairs or tricycles, whether disabled in the war or not.

Four New Launches are under construction for the "WALLA" Fleet.

## SOLD FOR \$70 CASE.

MAGISTRATE'S DECISION.

BOTH SIDES GREATLY EXAGGERATED.

Giving judgment to-day in the case in which a Chinese woman was charged with assaulting an 8-year-old servant girl, Magistrate Hutchinson said: "The charge before me is that of assault and as such it is a more or less trivial case. The Doctor's evidence makes it quite clear that the child's condition was not serious, that the blows had been administered with a light hand, and were not in any way severe. Both sides have, I am of opinion, greatly exaggerated their own side of the case. There is no doubt that the parents meant to give the child into the custody of the defendant as a 'Mui Tsai,' and that the child did run away twice and was a very precocious child."

I am also satisfied that the child was whipped and tied up by the household of the defendant. I think this whipping was perhaps rather more heavy than it should have been; but there is nothing that, in any way, resembles persistent cruelty. The defence tried to make out that this was a deep plot on the part of the parents, and an attempt to "fly the white pigeon." I do not believe this; but I think that the parents are trying to make capital out of the present situation. I find the defendant guilty of assault and fine her \$5.00. The custody of the child must be decided by the S.C.A. and I order the child to be taken to him."

At the resumption of the hearing yesterday afternoon, Mr. Rowan, defending, called the defendant's three daughters and a fellow tenant of the house to prove that the defendant had only proved the girl a few times, because she was very wilful. The defendant did not on any occasion bind the girl. Counsel also called a witness to prove that the detective taught the girl what to say on the way to the hospital, but in the box this witness proved useless, and was dismissed.

The Magistrate remarked that such an allegation should not have been made against the detective unless Counsel was sure of his witness. Mr. Rowan apologised. Addressing the Magistrate after the case for the defence had been closed, Counsel said: "I am not appearing as a champion of mistresses or women who ill-treat slave girls in Hongkong, but simply to thresh out the facts of the case. It is greatly to be regretted that in a well-governed Colony like Hongkong, there should be such cases brought before a Magistrate."

Dealing with the facts of the case, Counsel drew the Magistrate's attention to certain discrepancies in the evidence of the complainant. He said that the whole incident was a trap laid by the parents of the girl, because they could not refund the \$70 the defendant had paid for their daughter. "If" he said "just because a child was given three or four strokes with a cane a person becomes liable to be charged, then all the residents in Hongkong ought to be charged."

The Court was crowded. Among the interested spectators was the Rev. V. H. Copley Moyle, who followed the proceedings with close interest.

## CRUSHED TO DEATH.

KILLED INSTANTANEOUSLY.

FALL OF FIVE TON LOG.

The body of a male Chinese aged 27, living at No. 4, Haiphong Road, Kowloon, was yesterday removed to the public mortuary. The man was accidentally killed by a log of wood weighing some five tons falling on him while he was at work in the timber yard of the Kowloon Godowns at 10.30 a.m. He was severely crushed, and death was instantaneous.

## ALL-METAL AEROPLANES.

WINGS MADE OF STEEL.

ADVANTAGES OF ALL-METAL SYSTEM.

At least two makes of aeroplanes at the forthcoming Aero Exhibition will possess the remarkable quality of being fashioned throughout of metal. Hitherto the need for lightness has compelled the use of fabric for wings, which, however efficient, is delicate, expensive, and entails great labour in its construction. Recent enterprise has, however, led to planes being made of steel in one case, and of a light alloy of aluminium in another. Wings fashioned of the former will be seen on the stand of the Air Ministry, being lent by the makers Messrs. Armstrong Siddeley, while Messrs. Short Brothers display the others. Advantages claimed for the all-metal system include rapidity of construction, since the parts can be stamped out of sheet material, and non-inflammability. Uniform strength is another quality of the good, the whole machine costs very much less, and reconstruction is remarkably expedited.

## DAIRY FARM NEWS.

New shipments just received

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## HORLICK'S Malted Milk

A Great Factor in Food Economy.



Part, full-cream milk enriched with all the nutritive extracts of selected malted barley and wheat in powder form. Every particle is wholesome and nutritious, it keeps indefinitely, and there is absolutely no waste. The addition of hot or cold water instantly makes a delicious food beverage so easily assimilated and so easily digested that it is advantageously replaced in cases of indigestion and in cases where the system is weak. It is the most complete and perfect food supplement. It is therefore essential in all cases and in all ages.

READY IN A MOMENT BY STIRRING BRISKLY IN HOT OR COLD WATER ONLY. NO COOKING REQUIRED. Accept no substitutes. There is nothing just as good.

OF ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK CO., SLOUGH, ENGLAND.

## BANK SHROFF CASE.

ACCUSED COMMITTED.

YESTERDAY'S PROCEEDINGS.

Chan Sin-Chuen, the shroff employed in the Comptroller Department of the Hongkong and Shanghai Bank who is charged with the embezzlement of \$22,000, and the woman who is charged with receiving \$2,536 of the stolen money, were yesterday committed by Magistrate Smith to stand their trial at the forthcoming Criminal Sessions.

Mr. Leo d'Almada appeared for the male defendant and Mr. C. F. Mason for the woman, while Messrs. D. J. Lewis and M. K. Lo watched the proceedings in the interest of the Hongkong and Shanghai Bank, and Mr. Ho Wing (the Comptroller) respectively. Inspector Grant prosecuted, and said that he proposed to recall Mr. Ho Wing.

Mr. Leo d'Almada said that there was no necessity to recall Mr. Ho Wing, who had made his statement at the previous hearing. The Assistant Comptroller had also made a long statement, which differed from that of Mr. Ho Wing. At the termination of the evidence, said Mr. d'Almada, it was for his Worship either to discharge first defendant or to commit him for trial.

Mr. Smith said that perhaps the Police wanted it to be made definite whether first defendant embezzled the money from the Bank or from Mr. Ho Wing.

Mr. d'Almada stated that the prosecution had stated that the money was paid into the Bank, which issued a receipt.

Mr. Lo rose to speak.

Mr. Leo d'Almada objected, saying that Mr. Lo was only watching the case.

Mr. Lo held that he was entitled to make any remarks for he appeared for the complainant. The reason why he said he was watching the case was because Inspector Grant had conducted the prosecution up to date, and he did not wish to relieve him of the "conductship." He was sure his Worship would allow him to make his remarks. He wanted to get out from Mr. Ho Wing in evidence whether the money embezzled by first defendant belonged to the Bank and whether defendant was a servant of the Bank. As he read the depositions of the case, continued Mr. Lo, he found that it was not perfectly clear whose servant first defendant was. It was quite clear in the depositions that the money belonged to the Bank and not to Mr. Ho Wing.

Mr. d'Almada said that both points were quite clear.

His Worship said that Mr. Lo's first point was clear because defendant was on the "pay sheet" of the Bank.

Mr. Lo said he wanted to ask three or four questions from Mr. Ho Wing, one of which related to the terms of first defendant's engagement by the Bank. He also wanted to know whose orders defendant had to obey.

Mr. d'Almada: We have this in evidence.

Mr. Lo said it was not for Mr. d'Almada to say the recall of Mr. Ho Wing was unnecessary.

Mr. Smith then read Mr. Ho Wing's evidence. Mr. Lo pointed out that Mr. Ho Wing said in cross-examination that defendant was responsible for the embezzlement of the money directly to him and indirectly to the Bank. He (Mr. Lo) did not understand Mr. d'Almada's objection. The prosecutor was entitled to conduct a case in any manner he desired and not in the manner Mr. d'Almada liked.

Mr. d'Almada said he did not object to the production of further evidence, but he certainly objected to any modification of Mr. Ho Wing's evidence in the witness-box.

Mr. Smith decided to recall Mr. Ho Wing, who stated that he was a servant of the Bank. Three years ago he took defendant to see the chief cashier of the Bank for his approval of his engagement. Defendant, who was engaged by the Bank through witness, was paid by the Bank and was subject to the Bank's orders.

Mr. d'Almada: You are also a servant of the Bank?

Mr. Ho Wing: Yes.

It was in your capacity of a servant that you were directed to engage a man for the Bank?—Yes. With the approval of the Bank.

It is quite clear that defendant was never your servant?—Yes.

First defendant in his statement, which was produced, said he did run away with \$22,000. Second defendant, in her statement, which was also produced, said that she did not know where the money came from. It had been given her by first defendant.

Inspector Grant then gave evidence of the arrest. He said he found a Chinese sailor's suit complete with hat at defendant's house, No. 72 Portland Street, Yaumatei. In a tea caddy he found a quantity of jewellery, including a gold watch and a chain. Altogether \$4,536 in notes was recovered from defendant.

At the conclusion of the evidence, Messrs. d'Almada and Mason said they reserved their defence.

Mr. Mason asked his Worship to reduce second defendant's bail from \$3,000 to \$2,000, saying that there was very little evidence against her.

Mr. Lo opposed the application, pointing out that most of the money was unrecovered.

Mr. Mason stated that the only evidence against his client was that certain money was found on her.

And the money was secreted, remarked Mr. Lewis.

Mr. Smith refused Mr. Mason's application. Defendants were committed to the Sessions for trial.

## CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup and whooping cough.

It has been a favourite with mothers of young children for almost forty years.

It is not only a cure for colds and grip, but prevents their resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

JAPAN PORTS.

|          |          |                       |
|----------|----------|-----------------------|
| Sept. 5. | M. M. L. | Armed Behic.          |
| 6.       | N. Y. K. | (D. & Co.) Strang. M. |
| 7.       | E. & A.  | Kanowa.               |
| 8.       | P. & O.  | Nantun.               |
| 9.       | N. Y. K. | Makima Maru.          |
| 10.      | N. Y. K. | Dakar Maru.           |
| 11.      | N. Y. K. | Wakasa Maru.          |
| 12.      | N. Y. K. | Gregory Apoc.         |
| 13.      | N. Y. K. | Chakrang.             |
| 14.      | N. Y. K. | (D. & Co.) Rujun M.   |
| 15.      | N. Y. K. | St. Albans.           |
| 16.      | N. Y. K. | Sodo Maru.            |
| 17.      | N. Y. K. | Tilganoek.            |
| 18.      | N. Y. K. | Torika.               |
| 19.      | N. Y. K. | Nathgar.              |
| 20.      | N. Y. K. | (D. & Co.) Africa.    |
| 21.      | N. Y. K. | Neleus.               |
| 22.      | N. Y. K. | Neleus.               |
| 23.      | N. Y. K. | Neleus.               |
| 24.      | N. Y. K. | Neleus.               |
| 25.      | N. Y. K. | Neleus.               |
| 26.      | N. Y. K. | Neleus.               |
| 27.      | N. Y. K. | Neleus.               |
| 28.      | N. Y. K. | Neleus.               |
| 29.      | N. Y. K. | Neleus.               |
| 30.      | N. Y. K. | Neleus.               |

AMERICAN PORTS.

VANCOUVER.

|          |             |                    |
|----------|-------------|--------------------|
| Sept. 8. | W. L.       | Delight.           |
| 14.      | C. P. O. S. | Empress of Japan.  |
| 17.      | D. L.       | Merrill Dollar.    |
| 23.      | C. P. O. S. | Empress of Asia.   |
| 25.      | W. L.       | Eastern Mariner.   |
| 27.      | C. S. K.    | Crosskeys.         |
| 28.      | C. S. K.    | Arabia Maru.       |
| 29.      | C. S. K.    | Harold Dollar.     |
| 30.      | C. P. O. S. | Empress of Russia. |
| 31.      | C. P. O. S. | Empress of Russia. |
| 1.       | C. P. O. S. | Empress of Russia. |
| 2.       | C. P. O. S. | Empress of Russia. |
| 3.       | C. P. O. S. | Empress of Russia. |
| 4.       | C. P. O. S. | Empress of Russia. |
| 5.       | C. P. O. S. | Empress of Russia. |
| 6.       | C. P. O. S. | Empress of Russia. |
| 7.       | C. P. O. S. | Empress of Russia. |
| 8.       | C. P. O. S. | Empress of Russia. |
| 9.       | C. P. O. S. | Empress of Russia. |
| 10.      | C. P. O. S. | Empress of Russia. |

VICTORIA.

|           |          |                    |
|-----------|----------|--------------------|
| Sept. 11. | N. Y. K. | Delight.           |
| 12.       | N. Y. K. | Eastern Mariner.   |
| 13.       | N. Y. K. | Arabia Maru.       |
| 14.       | N. Y. K. | Harold Dollar.     |
| 15.       | N. Y. K. | Empress of Russia. |
| 16.       | N. Y. K. | Empress of Russia. |
| 17.       | N. Y. K. | Empress of Russia. |
| 18.       | N. Y. K. | Empress of Russia. |
| 19.       | N. Y. K. | Empress of Russia. |
| 20.       | N. Y. K. | Empress of Russia. |
| 21.       | N. Y. K. | Empress of Russia. |
| 22.       | N. Y. K. | Empress of Russia. |
| 23.       | N. Y. K. | Empress of Russia. |
| 24.       | N. Y. K. | Empress of Russia. |
| 25.       | N. Y. K. | Empress of Russia. |
| 26.       | N. Y. K. | Empress of Russia. |
| 27.       | N. Y. K. | Empress of Russia. |
| 28.       | N. Y. K. | Empress of Russia. |
| 29.       | N. Y. K. | Empress of Russia. |
| 30.       | N. Y. K. | Empress of Russia. |

SEATTLE.

|          |          |                    |
|----------|----------|--------------------|
| Sept. 6. | A. L.    | Iconium.           |
| 7.       | N. Y. K. | Delight.           |
| 8.       | N. Y. K. | Eastern Mariner.   |
| 9.       | N. Y. K. | Arabia Maru.       |
| 10.      | N. Y. K. | Harold Dollar.     |
| 11.      | N. Y. K. | Empress of Russia. |
| 12.      | N. Y. K. | Empress of Russia. |
| 13.      | N. Y. K. | Empress of Russia. |
| 14.      | N. Y. K. | Empress of Russia. |
| 15.      | N. Y. K. | Empress of Russia. |
| 16.      | N. Y. K. | Empress of Russia. |
| 17.      | N. Y. K. | Empress of Russia. |
| 18.      | N. Y. K. | Empress of Russia. |
| 19.      | N. Y. K. | Empress of Russia. |
| 20.      | N. Y. K. | Empress of Russia. |
| 21.      | N. Y. K. | Empress of Russia. |
| 22.      | N. Y. K. | Empress of Russia. |
| 23.      | N. Y. K. | Empress of Russia. |
| 24.      | N. Y. K. | Empress of Russia. |
| 25.      | N. Y. K. | Empress of Russia. |
| 26.      | N. Y. K. | Empress of Russia. |
| 27.      | N. Y. K. | Empress of Russia. |
| 28.      | N. Y. K. | Empress of Russia. |
| 29.      | N. Y. K. | Empress of Russia. |
| 30.      | N. Y. K. | Empress of Russia. |

TACOMA.

|          |             |                    |
|----------|-------------|--------------------|
| Sept. 8. | W. L.       | Delight.           |
| 14.      | C. P. O. S. | Empress of Japan.  |
| 17.      | D. L.       | Merrill Dollar.    |
| 23.      | C. P. O. S. | Empress of Asia.   |
| 25.      | W. L.       | Eastern Mariner.   |
| 27.      | C. S. K.    | Crosskeys.         |
| 28.      | C. S. K.    | Arabia Maru.       |
| 29.      | C. S. K.    | Harold Dollar.     |
| 30.      | C. P. O. S. | Empress of Russia. |
| 31.      | C. P. O. S. | Empress of Russia. |
| 1.       | C. P. O. S. | Empress of Russia. |
| 2.       | C. P. O. S. | Empress of Russia. |
| 3.       | C. P. O. S. | Empress of Russia. |
| 4.       | C. P. O. S. | Empress of Russia. |
| 5.       | C. P. O. S. | Empress of Russia. |
| 6.       | C. P. O. S. | Empress of Russia. |
| 7.       | C. P. O. S. | Empress of Russia. |
| 8.       | C. P. O. S. | Empress of Russia. |
| 9.       | C. P. O. S. | Empress of Russia. |
| 10.      | C. P. O. S. | Empress of Russia. |

PORTLAND.

|          |          |                    |
|----------|----------|--------------------|
| Sept. 7. | A. L.    | Iconium.           |
| 8.       | N. Y. K. | Delight.           |
| 9.       | N. Y. K. | Eastern Mariner.   |
| 10.      | N. Y. K. | Arabia Maru.       |
| 11.      | N. Y. K. | Harold Dollar.     |
| 12.      | N. Y. K. | Empress of Russia. |
| 13.      | N. Y. K. | Empress of Russia. |
| 14.      | N. Y. K. | Empress of Russia. |
| 15.      | N. Y. K. | Empress of Russia. |
| 16.      | N. Y. K. | Empress of Russia. |
| 17.      | N. Y. K. | Empress of Russia. |
| 18.      | N. Y. K. | Empress of Russia. |
| 19.      | N. Y. K. | Empress of Russia. |
| 20.      | N. Y. K. | Empress of Russia. |
| 21.      | N. Y. K. | Empress of Russia. |
| 22.      | N. Y. K. | Empress of Russia. |
| 23.      | N. Y. K. | Empress of Russia. |
| 24.      | N. Y. K. | Empress of Russia. |
| 25.      | N. Y. K. | Empress of Russia. |
| 26.      | N. Y. K. | Empress of Russia. |
| 27.      | N. Y. K. | Empress of Russia. |
| 28.      | N. Y. K. | Empress of Russia. |
| 29.      | N. Y. K. | Empress of Russia. |
| 30.      | N. Y. K. | Empress of Russia. |

SAN FRANCISCO.

|          |             |                |
|----------|-------------|----------------|
| Sept. 8. | T. K. K.    | Shirato Maru.  |
| 9.       | S. & D.     | F. K. H. Maru. |
| 10.      | S. & D.     | Brava Coast.   |
| 11.      | J. C. J. L. | Tijsondani.    |
| 12.      | T. K. K.    | Persia Maru.   |
| 13.      | C. M. S.    | China.         |
| 14.      | S. & D.     | West Hinnod.   |
| 15.      | N. Y. K.    | Tenno Maru.    |
| 16.      | T. K. K.    | Korea Maru.    |
| 17.      | D. L.       | West Hinnod.   |
| 18.      | P. M. S.    | Colombia.      |
| 19.      | T. K. K.    | Siberia Maru.  |
| 20.      | T. K. K.    | Tenno Maru.    |
| 21.      | C. M. S.    | Nanking.       |
| 22.      | C. M. S.    | Nile.          |

LOS ANGELES.

|           |             |              |
|-----------|-------------|--------------|
| Sept. 15. | I. A. P. N. | Vinita.      |
| 16.       | I. A. P. N. | West Hinnod. |

VALPARAISO.

|          |          |            |
|----------|----------|------------|
| Sept. 9. | T. K. K. | Anjo Maru. |
| 10.      | T. K. K. | Seio Maru. |

CUBA.

|           |         |            |
|-----------|---------|------------|
| Sept. 15. | S. & D. | Chipchung. |
|-----------|---------|------------|

NEW YORK.

|          |          |                 |
|----------|----------|-----------------|
| Sept. 9. | O. S. K. | Honolulu Maru.  |
| 10.      | O. S. K. | Cane Maru.      |
| 11.      | O. S. K. | Honolulu Maru.  |
| 12.      | O. S. K. | Harold Dollar.  |
| 13.      | O. S. K. | Elina.          |
| 14.      | O. S. K. | City of Joliet. |

(Via Panama.)

|           |          |                  |
|-----------|----------|------------------|
| Sept. 10. | D. & Co. | Egmont Castle.   |
| 11.       | B. F.    | Birmingham City. |
| 12.       | B. F.    | City of Dunkirk. |
| 13.       | B. F.    | Alax.            |
| 14.       | B. F.    | General Church.  |

BOSTON.

|           |       |                  |
|-----------|-------|------------------|
| Sept. 20. | B. L. | City of Dunkirk. |
|-----------|-------|------------------|

DURBAN AND CAPETOWN.

|          |          |             |
|----------|----------|-------------|
| Sept. 2. | O. S. K. | Ching Maru. |
| 3.       | O. S. K. | Cosmo Maru. |

ANOTHER PRECIOUS LITTLE LIFE SAVED.

How Baby's Own Tablets Safeguard the Children Against Summer Ills.

Every mother knows how fatal the hot summer months are to small children. Cholera infantum, diarrhoea, dysentery and stomach troubles are rife at this time and often a precious little life is lost after only a few hours' illness.

The mother who keeps Baby's Own Tablets, the Canadian children's remedy, in the house feels safe. The occasional use of these Tablets prevents stomach and bowel troubles, and if sickness comes suddenly they help bring the little one through. Mrs. John N. Ringler, Forest Falls, Ontario, Canada, writes: "I think I can thank Baby's Own Tablets for my baby's life. He was badly constipated, but after giving him the Tablets they relieved him almost at once. I also find them good when he is at all restless and I cannot say too much in their favour."

Baby's Own Tablets make teething easy, are a positively harmless remedy for simple fever, indigestion, colic, constipation, diarrhoea and worms. Obtainable from druggists, also, post free, 80 cents the vial from the Dr. Williams' Medicine Co., 98 South Street, Boston, Mass.

EUROPEAN PORTS.

BRINDISI, VENICE, & TRIESTE.

|          |       |                       |
|----------|-------|-----------------------|
| Sept. 3. | L. T. | (D. & Co.) Innsbruck. |
| 4.       | L. T. | (D. & Co.) Hungary.   |
| 5.       | L. T. | (D. & Co.) Africa.    |

GENOA.

|           |         |           |
|-----------|---------|-----------|
| Sept. 11. | B. F.   | Cyclops.  |
| 12.       | G. & S. | Gleatide. |
| 13.       | B. F.   | Titan.    |
| 14.       | B. F.   | Peles.    |

MARSEILLES.

|          |          |                 |
|----------|----------|-----------------|
| Sept. 7. | O. S. K. | Alps Maru.      |
| 8.       | N. Y. K. | Kaga Maru.      |
| 9.       | N. Y. K. | Cyclops.        |
| 10.      | B. F.    | Jeyora.         |
| 11.      | B. F.    | Andre Lebon.    |
| 12.      | M. M.    | Rhiva.          |
| 13.      | M. M.    | Paul Leat.      |
| 14.      | N. Y. K. | Shidokata Maru. |
| 15.      | N. Y. K. | Tottori Maru.   |
| 16.      | B. F.    | Titan.          |
| 17.      | B. F.    | Nankin.         |
| 18.      | B. F.    | Euryptus.       |
| 19.      | B. F.    | Kashgar.        |
| 20.      | B. F.    | Tolomon.        |
| 21.      | B. F.    | Idomeneus.      |

LONDON.

|          |          |                |
|----------|----------|----------------|
| Sept. 6. | J. M.    | Glenanda.      |
| 7.       | O. S. K. | Alps Maru.     |
| 8.       | R. F.    | Achilles.      |
| 9.       | N. Y. K. | Kaga Maru.     |
| 10.      | N. Y. K. | Kansas.        |
| 11.      | B. F.    | Jeyora.        |
| 12.      | B. F.    | Pasterling.    |
| 13.      | N. Y. K. | Yokohama Maru. |
| 14.      | B. F.    | Khiva.         |
| 15.      | B. F.    | Lyon.          |
| 16.      | B. F.    | Suez.          |
| 17.      | B. F.    | Mentor.        |
| 18.      | O. S. K. | Atlas Maru.    |
| 19.      | G. & S.  | Gleatide.      |
| 20.      | N. Y. K. | Tottori Maru.  |
| 21.      | B. F.    | Titan.         |
| 22.      | B. F.    | Nankin.        |
| 23.      | B. F.    | Carraonshire.  |
| 24.      | B. F.    | Keenum.        |
| 25.      | B. F.    | Pembroke.      |
| 26.      | B. F.    | Kashgar.       |
| 27.      | B. F.    | Tolomon.       |
| 28.      | B. F.    | Idomeneus.     |
| 29.      | B. F.    | Idomeneus.     |
| 30.      | B. F.    | Idomeneus.     |

HAVRE.

|          |          |                |
|----------|----------|----------------|
| Sept. 7. | O. S. K. | Alps Maru.     |
| 8.       | B. F.    | Achilles.      |
| 9.       | N. Y. K. | Kaga Maru.     |
| 10.      | N. Y. K. | Kansas.        |
| 11.      | B. F.    | Jeyora.        |
| 12.      | B. F.    | Pasterling.    |
| 13.      | N. Y. K. | Yokohama Maru. |
| 14.      | B. F.    | Khiva.         |
| 15.      | B. F.    | Lyon.          |
| 16.      | B. F.    | Suez.          |
| 17.      | B. F.    | Mentor.        |
| 18.      | O. S. K. | Atlas Maru.    |
| 19.      | G. & S.  | Gleatide.      |
| 20.      | N. Y. K. | Tottori Maru.  |
| 21.      | B. F.    | Titan.         |
| 22.      | B. F.    | Nankin.        |
| 23.      | B. F.    | Carraonshire.  |
| 24.      | B. F.    | Keenum.        |
| 25.      | B. F.    | Pembroke.      |
| 26.      | B. F.    | Kashgar.       |
| 27.      | B. F.    | Tolomon.       |
| 28.      | B. F.    | Idomeneus.     |
| 29.      | B. F.    | Idomeneus.     |
| 30.      | B. F.    | Idomeneus.     |

LIVERPOOL.

|           |          |               |
|-----------|----------|---------------|
| Sept. 11. | B. F.    | Cyclops.      |
| 12.       | N. Y. K. | Tottori Maru. |
| 13.       | B. F.    | Pasterling.   |
| 14.       | B. F.    | Euryptus.     |
| 15.       | B. F.    | Peles.        |
| 16.       | B. F.    | Telamon.      |
| 17.       | B. F.    | Idomeneus.    |

ANTWERP.

|          |          |                |
|----------|----------|----------------|
| Sept. 6. | J. M.    | Glenanda.      |
| 7.       | O. S. K. | Alps Maru.     |
| 8.       | N. Y. K. | Kaga Maru.     |
| 9.       | B. F.    | Achilles.      |
| 10.      | N. Y. K. | Kansas.        |
| 11.      | B. F.    | Jeyora.        |
| 12.      | B. F.    | Pasterling.    |
| 13.      | N. Y. K. | Yokohama Maru. |
| 14.      | B. F.    | Khiva.         |
| 15.      | B. F.    | Lyon.          |
| 16.      | B. F.    | Suez.          |
| 17.      | B. F.    | Mentor.        |
| 18.      | O. S. K. | Atlas Maru.    |
| 19.      | G. & S.  | Gleatide.      |
| 20.      | N. Y. K. | Tottori Maru.  |
| 21.      | B. F.    | Titan.         |
| 22.      | B. F.    | Nankin.        |
| 23.      | B. F.    | Carraonshire.  |
| 24.      | B. F.    | Keenum.        |
| 25.      | B. F.    | Pembroke.      |
| 26.      | B. F.    | Kashgar.       |
| 27.      | B. F.    | Tolomon.       |
| 28.      | B. F.    | Idomeneus.     |
| 29.      | B. F.    | Idomeneus.     |
| 30.      | B. F.    | Idomeneus.     |

ROTTERDAM.

|           |         |             |
|-----------|---------|-------------|
| Sept. 15. | A. I.   | Pasterling. |
| 16.       | S. & D. | Aquarius.   |
| 17.       | B. F.   | Telamon.    |

AMSTERDAM.

|          |          |            |
|----------|----------|------------|
| Sept. 3. | B. F.    | Achilles.  |
| 4.       | N. Y. K. | Lyon.      |
| 5.       | B. F.    | Keenum.    |
| 6.       | B. F.    | Mentor.    |
| 7.       | B. F.    | Idomeneus. |
| 8.       | B. F.    | Idomeneus. |
| 9.       | B. F.    | Idomeneus. |
| 10.      | B. F.    | Idomeneus. |
| 11.      | B. F.    | Idomeneus. |
| 12.      | B. F.    | Idomeneus. |
| 13.      | B. F.    | Idomeneus. |
| 14.      | B. F.    | Idomeneus. |
| 15.      | B. F.    | Idomeneus. |
| 16.      | B. F.    | Idomeneus. |
| 17.      | B. F.    | Idomeneus. |
| 18.      | B. F.    | Idomeneus. |
| 19.      | B. F.    | Idomeneus. |
| 20.      | B. F.    | Idomeneus. |
| 21.      | B. F.    | Idomeneus. |
| 22.      | B. F.    | Idomeneus. |
| 23.      | B. F.    | Idomeneus. |
| 24.      | B. F.    | Idomeneus. |
| 25.      | B. F.    | Idomeneus. |
| 26.      | B. F.    | Idomeneus. |
| 27.      | B. F.    | Idomeneus. |
| 28.      | B. F.    | Idomeneus. |
| 29.      | B. F.    | Idomeneus. |
| 30.      | B. F.    | Idomeneus. |

HAMBURG.

|          |          |             |
|----------|----------|-------------|
| Sept. 7. | O. S. K. | Alps Maru.  |
| 8.       | B. F.    | Lyon.       |
| 9.       | O. S. K. | Atlas Maru. |
| 10.      | B. F.    | Keenum.     |
| 11.      | B. F.    | Mentor.     |
| 12.      | B. F.    | Idomeneus.  |
| 13.      | B. F.    | Idomeneus.  |
| 14.      | B. F.    | Idomeneus.  |
| 15.      | B. F.    | Idomeneus.  |
| 16.      | B. F.    | Idomeneus.  |
| 17.      | B. F.    | Idomeneus.  |
| 18.      | B. F.    | Idomeneus.  |
| 19.      | B. F.    | Idomeneus.  |
| 20.      | B. F.    | Idomeneus.  |
| 21.      | B. F.    | Idomeneus.  |
| 22.      | B. F.    | Idomeneus.  |
| 23.      | B. F.    | Idomeneus.  |
| 24.      | B. F.    | Idomeneus.  |
| 25.      | B. F.    | Idomeneus.  |
| 26.      | B. F.    | Idomeneus.  |
| 27.      | B. F.    | Idomeneus.  |
| 28.      | B. F.    | Idomeneus.  |
| 29.      | B. F.    | Idomeneus.  |
| 30.      | B. F.    | Idomeneus.  |



## MORE THAN MEETS THE EYE.

## QUARREL IN A SHOP.

MAGISTRATE DISMISSES ASSAULT CHARGE.

Mrs. Lizzie Solomon, a resident of Kowloon, this morning charged the foki of a Yaumati shopkeeper with assault.

The defendant denied the charge. The complainant said that she and some friends went to the defendant's shop on the morning of August 27. While they were engaged in the weighing of some rice, the defendant shouted to her that her baby was tampering with a basket of rice. As witness turned round to see what was the matter, the defendant put his hand in her coat pocket and took out \$5 which her cousin had given to her to buy rice. She caught hold of the defendant's hand whereupon he hit her on the chest with his fist. He also kicked her down. The witness said that she could call her cousin to support her statement if necessary. The assault was deliberate.

The defendant said that at 10 a.m., on August 27, the complainant and some friends came to the shop. While one of her friends was buying 20 cents worth of rice, witness noticed the defendant taking two handfuls of rice from a basket. He remonstrated with her and insisted that she should put the rice back, whereupon the complainant and her friends "went" for him. They were so furious in their attack that witness had to run out of the shop to escape being injured.

Inspector Cayll said that the reason he did not charge the defendant with larceny as well as assault, was because he had acted in a very straightforward manner. When witness, Sub-Inspector O'Connell, and some Chinese detectives visited the shop after the report of the assault had been made, they found the defendant in the shop. He, (the Inspector) did not believe all that the complainant had told him about the case. He believed that the trouble was over a previous purchase of rice. The defendant's master's shop was a big establishment.

The Magistrate said he agreed with the Inspector that there was more in the case than met the eye; in the circumstances, he would dismiss the summons.

## WHEN WOMEN QUARREL.

## ASSAULT WITH A POLE.

## PUSH THAT BROKE A RIB.

Before Magistrate Hutchison this morning, Inspector Fox, of Kowloon City, charged a Chinese woman with breaking one of the ribs of another woman.

The defendant denied the assault. She said that the other woman assaulted her and tore her coat. In order to protect herself from further injury, she pushed the complainant, who lost her balance and fell into a ditch, breaking her rib by the fall.

The Inspector asked for a remand, as the complainant was in the hospital, and would not be discharged for a week at the earliest. Asked what had happened, the Inspector said that the women were feeding pigs in Kowloon City yesterday, when a quarrel arose between them. The complainant struck the defendant a blow on her shoulder with a pole, and was about to hit her a second time when the defendant pushed her. The complainant fell into the ditch, breaking a rib.

The Inspector added that he thought the complainant's injury was caused more through an accident than by design.

The Magistrate remanded the case until September 10, fixing bail in the sum of \$25.

## MAGICIANS OF THE BRAIN.

## GENII OF THE MIND.

## FIVE HUNDRED MILLION CELLS.

The brain contains 500,000,000 cells, roughly speaking, each having a consciousness of its own. They are the geni of the mind, humbly waiting to do its bidding; guardians of the vast stores of ideas that you—more often than not without realizing it—have gathered along life's highway. Are you one of the feeble kind, who have "no idea," or are you in the ranks of the sensible, who summon the spirits of the intellect to their aid? How is this done? Nothing more simple. Get the problem fairly and squarely into your head, and then forget it! The little geni of the brain refuse to be coerced. Humour them, however, and there is no limit to what they can, and will, do for you. You have to make a decision. Turn the problem round and round in your head till you are dizzy, you will get no nearer the solution. Put it away from you. Don't force your thoughts; leave them alone, and behold, suddenly, when you least expect it, the idea you have been searching for will jump into your mind, to be instantly recognised as the one that you wanted.

## WEATHER REPORT.

Sept. 27. 14h. 50m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 23° N. Long. 125° E. moving N.W.

Sept. 27. 23h. 30m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 24° N. Long. 125° E. moving N.W.

Sept. 28. 8h. 30m.—Warning to Hongkong, Manila and Coast Ports.—A severe typhoon within 60 miles of Lat. 25° N. Long. 126° E. moving W.

Sept. 28. 11h. 34m.—No returns from Japanese stations, Manila is still the only station reporting from the Philippines. Pressure has decreased considerably over Formosa and the adjacent coast, and slightly to moderately elsewhere. The typhoon is crossing North Formosa on a westerly track.

Hongkong Rainfall for the 24 hours, ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 81.06 inches, against an average of 67.00 inches.

Forecast for the 24 hours ending at noon on September 4th.

1.—Hongkong to Gap Rock, W. and N.W. winds, fresh to strong; fair at first, cloudy, with rain later.

2.—Formosa Channel. Cyclonic gales.

3.—South coast of China between Hongkong and Lamocka. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

## ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 3, 1920.—A.M.

| Station.      | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Direction. | Force. | Weather. |
|---------------|-------|-------------------------|--------------|-----------|------------|--------|----------|
| Victoria Peak | 6 a.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 a.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 a.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 a.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 a. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 a. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
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| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 8 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 9 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 10 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 11 p. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 12 m. | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 1 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 2 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 3 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 4 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 5 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 6 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |
| Victoria Peak | 7 p.  | 29.53                   | 72           | —         | SW         | 1      | or       |